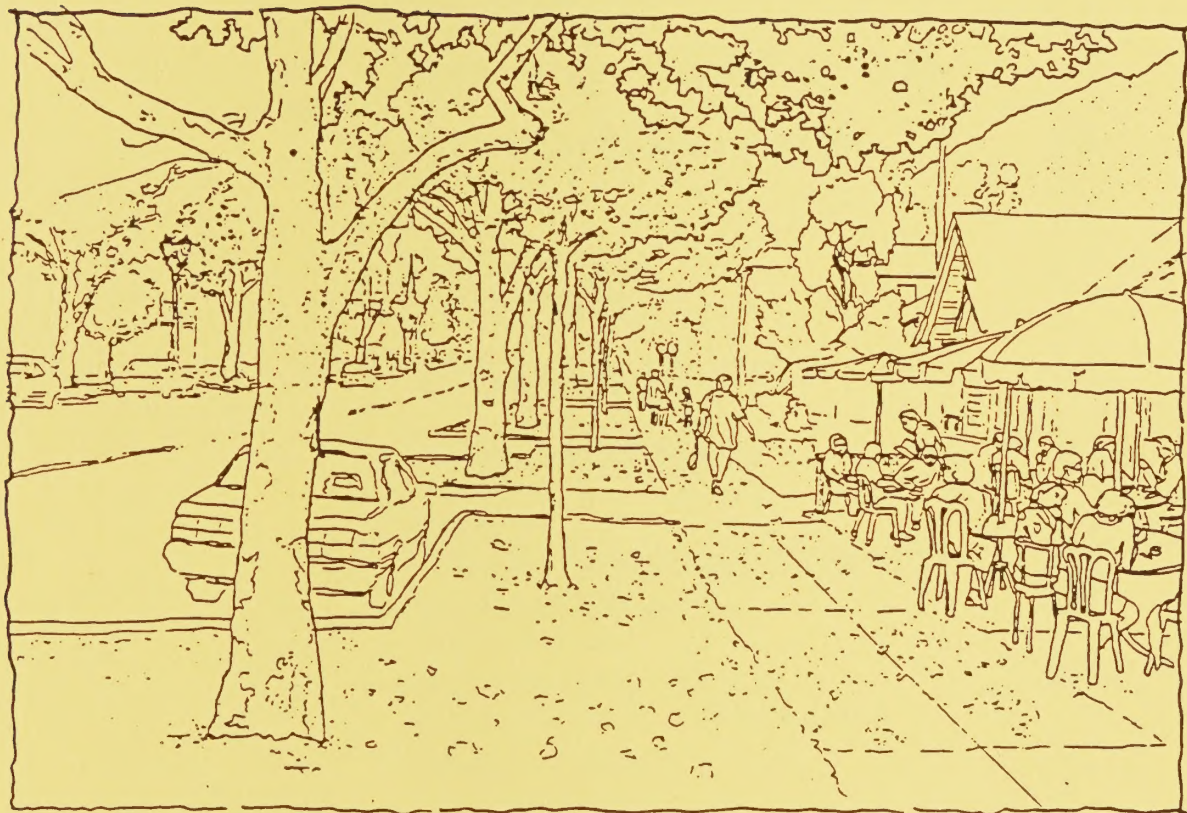


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NORTH LAKE FINAL SPECIFIC PLAN



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TABLE OF CONTENTS

	Page
A. INTRODUCTION	A-1
A Vision for North Lake Avenue	A-1
Public Participation	A-4
Specific Plan Goals	A-4
Overview of How the Specific Plan Works	A-6
B. COMMUNITY CHARACTER	B-1
History	B-1
Context	B-2
Existing Land Use	B-5
Potential Change	B-8
C. REVITALIZATION APPROACH	C-1
D. COMMUNITY DESIGN	D-1
Introduction	D-1
Purpose	D-3
How to use the Community Design Elements	D-5
Streets and Walkways	D-7
<i>The Public Realm</i>	
Neighborhood Place-Making	D-37
<i>Bridging the Public & Private Realms</i>	
Development Standards	D-57
<i>The Private Realm</i>	
Design Guidelines	D-61
<i>The Private Realm</i>	
E. LAND USE STRATEGIES	E-1
Introduction	E-1
Changes to Reduce the Impact of Automobiles	E-1
Sale of Alcohol within the Specific Plan Area	E-3
Hours of Operation	E-3
Impaction in the Northwest Community Plan Area	E-4
Zoning District Boundaries	E-4
Permitted and Conditionally Permitted Uses	E-8

TABLE OF CONTENTS

	Page
F. ECONOMIC OPPORTUNITIES	F-1
Introduction	F-1
Retail and Office Demand	F-1
Residential Demand	F-5
Conclusions	F-6
G. MOBILITY	G-1
Introduction	G-1
Existing/Future Conditions	G-2
Parking	G-3
Key Intersections	G-3
Transit Service	G-4
Blue Line Station	G-4
Neighborhood Protection	G-5
Neighborhood Protection Guidelines	G-6
Consolidated Parking Lots/Medians/ Landscaping	G-7
Pedestrian/Signalization Issues	G-8
Alternative Modes of Transportation	G-8
Recommendations	G-9
H. PUBLIC SAFETY	H-1
Introduction	H-1
Existing Conditions	H-1
Implementation	H-1
Recommendations	H-2
I. UTILITIES AND INFRASTRUCTURE	I-1
Introduction	I-1
Water	I-1
Solid Waste	I-1
Drainage	I-2
Public Safety	I-2
Schools	I-2
Fire Protection	I-2
Energy	I-3
Conclusions	I-3

TABLE OF CONTENTS

	Page
J. IMPLEMENTATION	J-1
Approach	J-1
Phasing and Sequencing	J-3
Further Action	
K. BACKGROUND	K-1
Purpose	K-1
Relationship to the General Plan and Zoning	K-1
Applicability	K-1
Application and Conformity with the Specific Plan	K-2
Review of Specific Plan	K-2
CEQA Compliance	K-3
Specific Plan Adoption	K-3
L. GLOSSARY	
TECHNICAL REPORTS	
Working Group Participation	
Economics	
Mobility	
Cinema 21	
Historic Resources Survey	

I N T R O D U C T I O N

A VISION FOR NORTH LAKE AVENUE

North Lake Avenue is one of the main streets in the City. The foothills of the San Gabriel Mountains are a dramatic backdrop as one travels up the Avenue. Lake Avenue is the principal mobility corridor linking downtown with the neighborhoods north of the freeway, and Altadena beyond. The North Lake Avenue of today is one which doesn't take full advantage of its potential in terms of setting, its existing businesses, and the resources of the surrounding neighborhoods.

Picture a North Lake Avenue that is a thriving integrated area of commercial, residential, cultural, recreational, and civic activities. As a major north/south thoroughfare of the City, it is revitalized and redesigned to transform the area to a distinct urban and neighborhood character all its own. It now features a diverse and colorful array of shops, eateries, services, sensitively-scaled and richly crafted residential developments, and entertainment. Tree lined streets, neighborhood-gathering places, new investment, business expansion and some new development have all helped to strengthen and establish the area as a primary attraction for people to want to visit, replacing it as a place for mere convenience. There is now a remarkable quality about North Lake Avenue where there was none before. There is a rhythm and energy to the street that comes from a relaxed interplay between the motorist and the pedestrian who lay claim to the Avenue.

The vision for the North Lake Specific Plan area has been taking shape since the kick-off Fall 1993 community meeting, where residents and business people were challenged through the citizen-led "Bluebook Workbook" tours to begin thinking

I N T R O D U C T I O N

about a new beginning for North Lake Avenue. It is through a “snapshot” in the North Lake Sketch Plan completed in the Fall of 1994, that the community began to express in greater detail the visions and values for the Specific Plan area.

The North Lake Sketch Plan calls for the Avenue to:

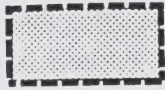
“Draw together the residents from the neighborhoods on both sides of Lake Avenue. It should offer settings where people can gather, feeling welcome and safe and enjoying the places as their own. Residents will expect the North Lake area to serve many of their shopping needs, and as a result local business will be supported, with benefits for the businesses, residents, and the institutions of the area.”

The vision for North Lake Avenue embarks upon a journey to capture the full potential of the area through design strategies to enhance the corridor’s overall appearance, pedestrian opportunities and amenities, compatible land uses, safe and comfortable circulation systems, and identification of economic opportunities for existing businesses and residents in the surrounding neighborhoods.

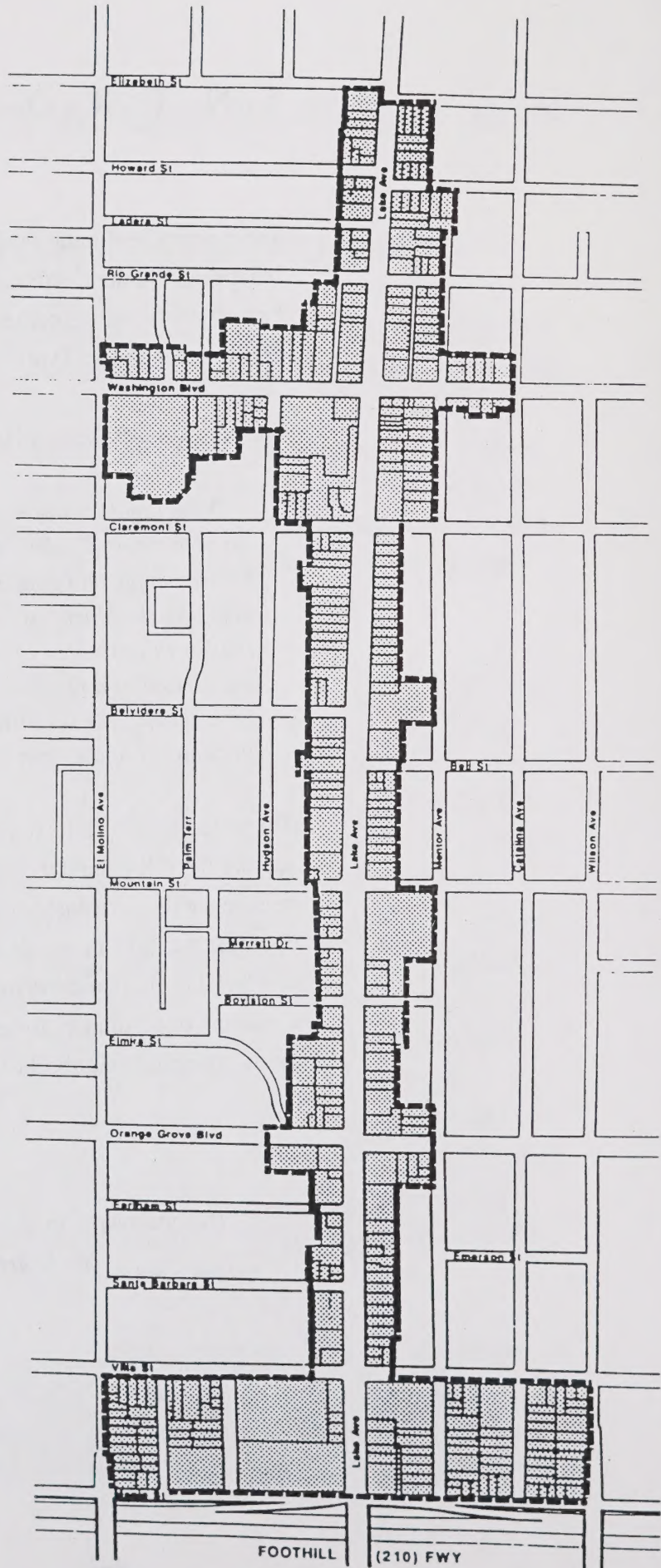
*(see following page for North Lake Specific Plan
Study Area Boundaries)*

NORTH LAKE SPECIFIC PLAN

STUDY AREA



Boundaries of
Lake Avenue
Specific Plan.



I N T R O D U C T I O N

PUBLIC PARTICIPATION

The North Lake Specific Plan Working Group, the Coordinating Committee, and community meetings have each played an important and distinct role in the public participation component of the Specific Plan. Public Outreach was designed to maximize public involvement at three key levels to achieve maximum stakeholder involvement.

The Working Group, comprised of neighborhood association representatives, local business people, and community organizations and institutions has been working with City staff collaboratively for over a year to give direction to the substance of the emerging Specific Plan, as well as to assure active and informed public participation. A standing invitation has remained open to all who wish to attend and contribute to the process. The Coordinating Committee, made up of councilmembers and commissioners, together with staff has guided the participation process, and assured that it has continued to draw upon the ideas and energy of all the Lake Avenue neighborhood, business and institutional stakeholders. Community meetings have been held periodically to inform and educate the public, and offer broader public discussion of the Specific Plan for citizens who are unable to make a more significant time commitment.

SPECIFIC PLAN GOALS

The General Plan calls for a number of concepts to be developed for the Specific Plan to revitalize North Lake Avenue. By providing for good community design, particular emphasis is given to the establishment of design criteria in harmony with community cohesion and neighborhood identity.

I N T R O D U C T I O N

Identification of areas for mixed-use development and mitigation of traffic impacts are some of the goals the Specific Plan addresses. Other goals of the Specific Plan are:

- ♦ To move away from auto-oriented uses
- ♦ To create a pedestrian-friendly environment
- ♦ To develop streetscape and landscape plans
- ♦ To develop design standards
- ♦ To protect residential areas from impacts of commercial development
- ♦ To create a safe environment

The last goal was added by the working group to improve the quality of life on North Lake.

The Specific Plan proposes a reduction in auto-oriented uses, in favor of businesses that are oriented to pedestrians in the Land Use Strategy component of the Plan. Through creative solutions in the Community Design component, ideas to create a pedestrian-friendly environment, development of streetscape plans and strategies to protect residential areas from impacts of commercial development are all addressed for implementation.

The Specific Plan allows for a maximum of 500 new housing units and 175,000 new non-residential square feet, as permitted by the General Plan.

In the area between Villa Avenue and Maple Avenue, near the proposed Blue Line Station at Lake Avenue and the 210

I N T R O D U C T I O N

Freeway, the Specific Plan allows for High Density Residential development (up to 48 dwelling units per acre), with the density bonus for affordable housing providing possible densities above 48 units per acre, as stated by the General Plan.

It is intended that additional goals will be identified for the Specific Plan to meet the community's needs as the planning process continues through implementation of the Plan.

OVERVIEW OF HOW THE SPECIFIC PLAN WORKS

The Plan is designed to be a user-friendly document that is clear and concise as it lays the parameters to implement the policies of the General Plan. The Revitalization Approach of the Specific Plan is a key component to grasp in understanding the methodology. How and why the Specific Plan responds to design and mobility issues provides an important context for the change that is envisioned for the area. In the coming pages, the Specific Plan will explore the relationship between land uses, design standards, and economic strategies to help accomplish the goal of healthy pedestrian-oriented and transit-oriented neighborhoods serving mixed-use business and residential districts.

COMMUNITY CHARACTER

The future of the North Lake area lies in the strengths of its past. Its history holds the elements needed for the area's revitalization.

HISTORY

Lake Avenue began in the 1860s as a burro path connecting Benjamin Wilson's Lake Vineyard Ranch with the mountains. Known at various times as the Lake Vineyard Road and Prospect Road, Lake Avenue was served by a horse-drawn rail line and eventually by the Pacific Electric rail cars before automobiles finally dominated the street.

Though many early visitors traveled North Lake, the area's residents have been its primary users. Residential development extended north up Lake at the beginning of the century, first to Villa Street and then throughout, and beyond, the plan area. Commercial development followed the residents. By the 1920s, the Lake/Washington intersection was an important retail center serving nearby residents.

Zoning has permitted a gradual transformation of North Lake Avenue. At the end of the nineteenth century, it was a road running through large tracts with citrus trees or vineyards. The large properties were subdivided to accommodate more homes, but residences dominated the street until the 1930s. In the 1920s, when zoning districts were established citywide, the street was designated for housing, with commercial development limited to the intersections at Maple Street, Orange Grove Boulevard, and Washington Boulevard. The residential zoning allowed bungalow courts and four-family flats in addition to single-family housing.

COMMUNITY CHARACTER

In 1930, commercial uses were permitted to extend from Orange Grove Boulevard to Maple Street at the southern end of the area and between Claremont Street and Elizabeth Street at the northern end, to serve the growing numbers of people with automobiles. By the 1960s, the residential area between Claremont and Orange Grove was zoned for neighborhood commercial uses, and during the 1980s more intense commercial uses were permitted in the portion south of Mountain down to Orange Grove. Most of the residential structures in the neighborhood commercial portion have been retained, although many have been adapted for commercial uses. The zoning has remained substantially the same since the mid-1980s.

CONTEXT

Natural Context

The San Gabriel Mountains dominate the view of people heading north through the Specific Plan area. The elevation of North Lake Avenue rises two hundred feet in the one and one-half miles between Maple Street and Elizabeth Street, the southern and northern boundaries of the plan area. A short distance north of Elizabeth, the street angles more steeply up to the base of the San Gabriel Mountains. Walkers on the street experience this transition from the flatland of the Los Angeles plain to the dramatic relief of the local mountains.

Urban Amenities Context

Pasadena is known both for a great mix of housing and for regionally and nationally recognized attractions: Old Pasadena, the Rose Bowl, Caltech. The Central District, south

COMMUNITY CHARACTER

of the Foothill Freeway, includes a variety of retail, entertainment and employment destinations serving Pasadena residents, people living in the region, and visitors from greater distances. North Lake Avenue connects local residents to the central part of the city but also offers convenient locations for retail and personal services within short distances from the surrounding residences.

Residential Context

Though North Lake Avenue itself no longer has the residential character of its early years, it serves a variety of neighborhoods immediately to its east and west. Significant housing, however, primarily with medium and high densities, remains in the Specific Plan area itself. In fact, the single largest land use in the plan area is residential, concentrated at the southern end of the plan area. Housing for seniors is especially important. A few dozen residential units remain in buildings that also include retail and other commercial uses.

Neighborhoods to the east and west of North Lake Avenue and north of Orange Grove Boulevard are primarily single-family houses, with values ranging from less than \$100,000 to more than \$500,000. South of Orange Grove Boulevard, the concentration of multifamily housing increases, especially to the east of North Lake Avenue.

Light Rail Context

At the Foothill Freeway, Lake Avenue is the site for a station serving the light rail Blue Line, promised for shortly after the year 2000. People boarding at Lake Avenue will have easy access to downtown Los Angeles and more distant

COMMUNITY CHARACTER

destinations, including Long Beach, locations along the Green Line, and stops to the east of downtown Los Angeles.

Historic Resources Context

The history of the North Lake area is physically present in buildings constructed during various periods of the area's growth. An Historic Architectural Resources Inventory Report



and Context Statement is being prepared. It will identify and evaluate those buildings and other historic resources in the area.

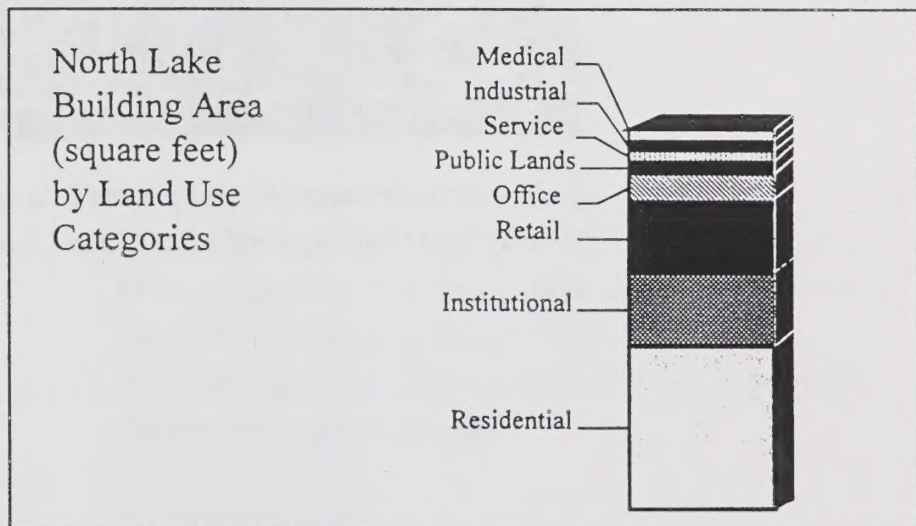
COMMUNITY CHARACTER

EXISTING LAND USE

Existing Development

The North Lake plan area contains almost two million square feet (1,966,059 sf) of improved building area. The largest use is Residential: 43.3 percent (851,397 sf) of the building area. The other land uses are:

Institutional	19.2 %	377,164 sf
Commercial Retail	19.2 %	377,099 sf
Commercial Office	7.3 %	144,568 sf
Public Land Use	3.0 %	59,061 sf
Commercial Service	2.7 %	52,854 sf
Industrial	2.7 %	52,619 sf
Medical	2.6 %	51,297 sf



Land area, not including the streets, totals approximately 107.12 acres. Only four commercial parcels are vacant. The largest, of slightly more than one-third acre, is located on the northeast corner of Rio Grande Street and Lake Avenue. Two

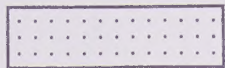
COMMUNITY CHARACTER

smaller adjacent vacant parcels are located on the southeast corner of the same intersection; each is approximately one-sixth acre. There are eight vacant residential parcels, totaling one and one-quarter acres, scattered throughout the plan area. Five of these parcels are land-locked.

*(see the map on page B-7 showing existing
Generalized Land Uses, including vacant parcels)*

NORTH LAKE SPECIFIC PLAN

GENERALIZED LAND USES



Residential



Retail

(including services such as personal improvement services and maintenance & repair services)



Office

(including professional, medical and banking)



Eating Establishments,
bars & taverns



Institutional



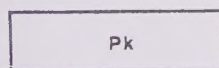
Vehicle/Equipment sales, leasing
and repairs



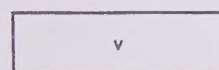
Industrial



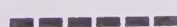
Mixed use
(includes residential
+ another land use)



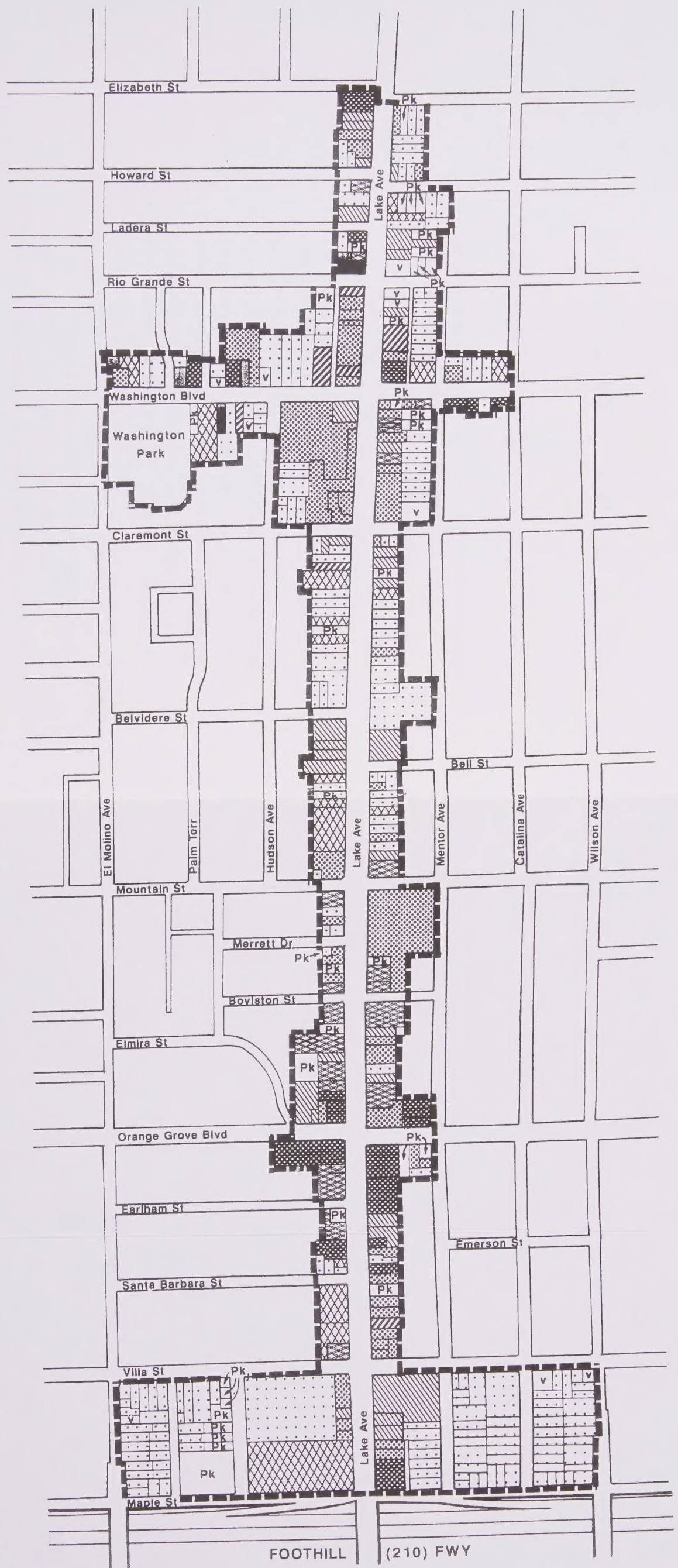
Parking



Vacant



Area Boundary



COMMUNITY CHARACTER

Existing Parcel Patterns

The North Lake Specific Plan area reflects its early subdivision for single-family residences. Lots fronting Lake Avenue typically are long and narrow, with a depth between 170 and 210 feet and a width between 50 and 60 feet. Smaller parcels which have been assembled for larger development tend to remain moderately small, though the shopping area on the southwest corner of the Lake/ Washington intersection and the larger properties south of Villa Street are exceptions.

Properties fronting Lake Avenue are also served by north/south alleys in three locations: both east and west of Lake Avenue between Washington Boulevard and Rio Grande Street (Sisson Alley and Prime Court) and east of Lake Avenue south of Villa Street (Bartlett Alley). Those lots served by alleys tend to be approximately 145 feet in depth.

Properties fronting on Washington Boulevard and on Orange Grove Boulevard also reflect the early single-family subdivision, but they tend to be shallower than the lots on Lake Avenue. An east/west alley serves lots on the north side of Washington Boulevard between Mentor Avenue and Catalina Avenue. Lots south of Villa Street (except the properties of Lake Avenue Congregational Church, Villa Gardens Retirement Community, and Kaiser Permanente Medical Offices) typically remain single-family lots, though a few have been assembled for multifamily development.

POTENTIAL CHANGE

The mix of residential and commercial development in the Specific Plan area has stabilized during the past two decades, after several decades of obvious change. Though the balance

COMMUNITY CHARACTER

of residential and commercial uses has shifted comparatively little in recent years, the character of the commerce continues to reflect changes in the shopping needs and preferences of those who are neighbors to North Lake.

As a shopping street that is convenient to the neighborhoods, North Lake Avenue has the opportunity to serve the great variety of people who live near it and who already use the area regularly for at least some purchases. Additional housing at higher densities would provide shoppers and greater demand in local businesses. The collection of businesses will adjust to serve those who choose to shop along North Lake.

New development will most often be small in scale, unless parcels are assembled from existing owners, because typical lot sizes will not allow larger buildings and the necessary parking. Though a few vacant lots are ready for construction, new construction on most properties will require demolition of existing buildings. The most dramatic change in the area, however, will probably result from the accumulation of changes in the existing buildings, not from new construction. The costs will be lower, and existing structures provide the opportunities.

The intersection at Lake Avenue and Washington Boulevard has several older buildings that distinguish the area and provide architectural anchors for gradual change in nearby buildings. As the pre-eminent shopping area on North Lake since the 1920s, the intersection holds the opportunity to catalyze revitalization in the area without major new construction.

The Blue Line light rail will bring dramatic changes to several locations in the city. The station at Lake Avenue will increase

COMMUNITY CHARACTER

the desirability of housing within walking distance and create opportunities for small businesses to serve people using the station. Pedestrian and commercial activity will be stimulated by the Blue Line when improvements in the area make it more attractive.

REVITALIZATION APPROACH

The North Lake Specific Plan envisions physical changes to enhance the commercial activity and to increase its compatibility with the surrounding residential neighborhoods. Public improvements will quickly make the area more pleasant. The greater transformation of North Lake, however, will be gradual, highlighting and improving the existing businesses, buildings, and places.

The residential neighborhoods near North Lake Avenue are home to people who want to shop nearby. North Lake offers accessibility and a long history of commercial opportunities.

North Lake Avenue has provided accessible businesses since the 1920s. Commercial development began near the Lake/Washington intersection and eventually spread over the length of the Specific Plan area. The neighborhoods surrounding North Lake traditionally have supported the businesses that located in their midst.

Relationships between North Lake Avenue businesses and neighboring residents are the key to the future of the Specific Plan area. North Lake Avenue is a commercial spine serving neighborhoods to both the west and the east, so it has the potential to connect neighborhoods together with a common shopping district. The existing businesses can attract new customers to join their current ones when they discover unmet shopping needs in neighborhoods they are not now serving. By drawing more people from the greater mix of neighborhoods, North Lake Avenue will become a place to be shared happily by a variety of neighbors.

The commercial success of the Specific Plan area depends on how residents in the surrounding neighborhoods choose to spend their money. Total neighborhood income is adequate to support robust

REVITALIZATION APPROACH

commercial activity on North Lake, but shoppers make individual decisions about where to spend that income, whether in North Lake businesses or outside the area. What goods, what experiences, what changes in appearance would transform a North Lake business into a busier destination? Small niches can be expanded into more profitable ones when residents and small businesses find unrealized value in each other.

Physical improvements in the North Lake area will encourage greater pedestrian activity and business vitality. Large street trees will give the street a unified, comfortable appearance, sheltering shoppers and encouraging them to wander along the street. Other improvements can make North Lake a street to enjoy, not just to use.

Many improvements will be provided by the City; others will require investment by area businesses in their own properties and in places they share with others. Greater sales will be necessary for many of the area businesses if they are to pay for the physical improvements to make themselves more attractive to shoppers. Small improvements must be rewarded quickly in the hope that bigger improvements will follow. Since the plan does not rely on the development of major new retail or office projects, the strategies for private investment must be especially appropriate for smaller businesses.

The goal that more pedestrians will use businesses on North Lake, combined with the level of income in the surrounding neighborhoods, suggests that retail activity will be most robust when it is focused in a few locations in the plan area, not spread evenly along North Lake. The street offers sites for a variety of retail and office activities throughout its length, and the variety is one

REVITALIZATION APPROACH

of the area's strengths. Retailing, however, should be focused at a couple of key locations to encourage visitors to use several businesses during the same trip. Sidewalk activity will increase when people can walk easily rather than drive from place to place. **Improvements proposed in the Specific Plan should support such nodes of commercial and pedestrian activity.**

Demand in the neighborhoods surrounding North Lake is sufficient to support healthy retail business, but the demand does not greatly exceed the building space now available. Efforts should be directed at supporting and gradually expanding the retail activity that already exists rather than at attempting to quickly transform the retail character of the area. Incremental changes can enhance the strengths of the street without jeopardizing businesses that are struggling to take advantage of their present locations. **The emerging mix of businesses should serve the variety of people who are close enough to use them regularly.**

SUMMARY

- Develop stronger relationships between area businesses and neighboring residents.
- Support gradual revitalization using the existing buildings rather than depend on new construction.
- Construct or install physical improvements, both private and public.
- Use the physical improvements to support commercial and pedestrian nodes.
- Encourage a mix of businesses that serves the variety of people near the Specific Plan area.

COMMUNITY DESIGN

INTRODUCTION

Community Design describes the physical character and identity of North Lake and prompts a variety of processes by which it can be achieved. Trees, having the power to transform and give identity to the Avenue, are the primary component of the Streets and Walkways element. An intensive tree planting program is the first major gesture in making the avenue a more hospitable place to live, work, walk and do business.

Development Standards and Design Guidelines define what is important for the success of the street in terms of the character of the buildings and mix of uses within them. The Neighborhood Placemaking element serves as a catalyst for community involvement. Rather than a list of things and places to be built, it is a catalog of opportunities to be built upon by the entire North Lake community.

In the simplest terms, the Community Design chapter presents a range of concepts, projects and improvements for the collective North Lake community, as well as standards for private development. The City, individual property owners, businesses and neighborhood groups can take initiative together or alone to achieve the vision of North Lake as a truly great street of livable, successful neighborhoods.

COMMUNITY DESIGN



*Existing storefronts along Lake
south of Washington Boulevard*



COMMUNITY DESIGN

PURPOSE

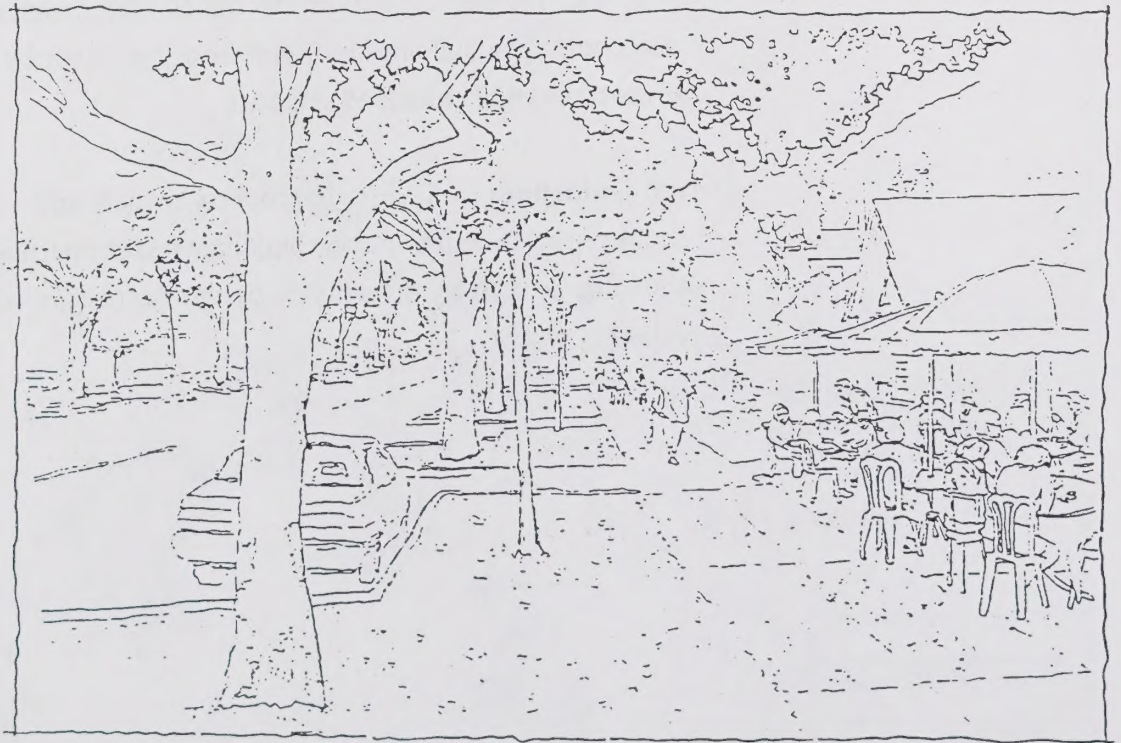
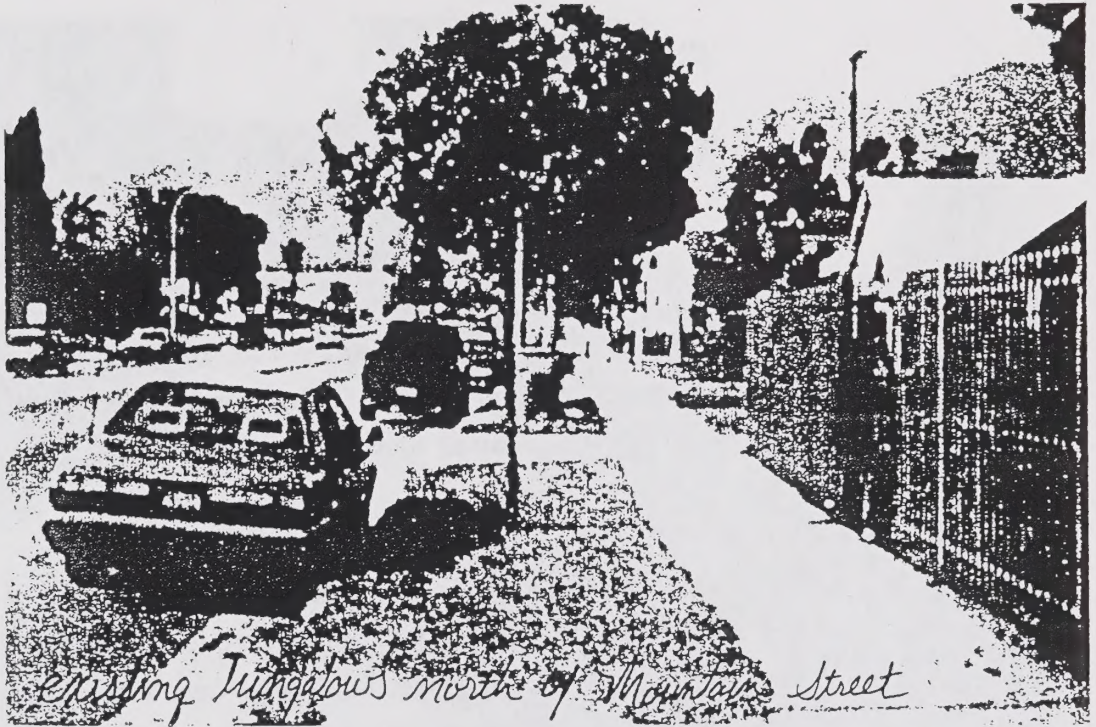
Streets and Walkways — To create a great, inviting street celebrating North Lake's importance in the city, vitalized by people and distinguished by stately shade trees.

Neighborhood Placemaking — To create community by empowering and coordinating a range of individuals and groups wishing to contribute to special places along North Lake.

Development Standards — To guide the development of two types of neighborhoods appropriate for the mixes of uses described in Land Use Strategies: one, a focused and lively village atmosphere with shop fronts and activity at the sidewalk; the other, a quieter less concentrated area of residential-type buildings buffered from the street by large street trees and landscaped setbacks.

Design Guidelines — To inspire property owners and shopkeepers to improve their buildings and properties, allowing for a lively diversity of design expression within a coherent whole.

COMMUNITY DESIGN



COMMUNITY DESIGN

HOW TO USE THE COMMUNITY DESIGN ELEMENTS

There are four Community Design Elements which coordinate development, both public and private, for North Lake. They are organized to address different areas and subjects of community design.

Streets and Walkways - *The Public Realm*

These are projects proposed within the public realm and are traditionally implemented and funded by the City. They include the street tree and street lighting programs.

Neighborhood Placemaking - *Bridging the Public and Private Realms*

Neighborhood Placemaking is not a plan but a catalog of opportunities and ideas to be used and built upon by businesses, individuals, neighborhoods or the City in creating and enhancing special neighborhood places. The ideas bridge public and private realms and will require partnership and mutual support to be realized.

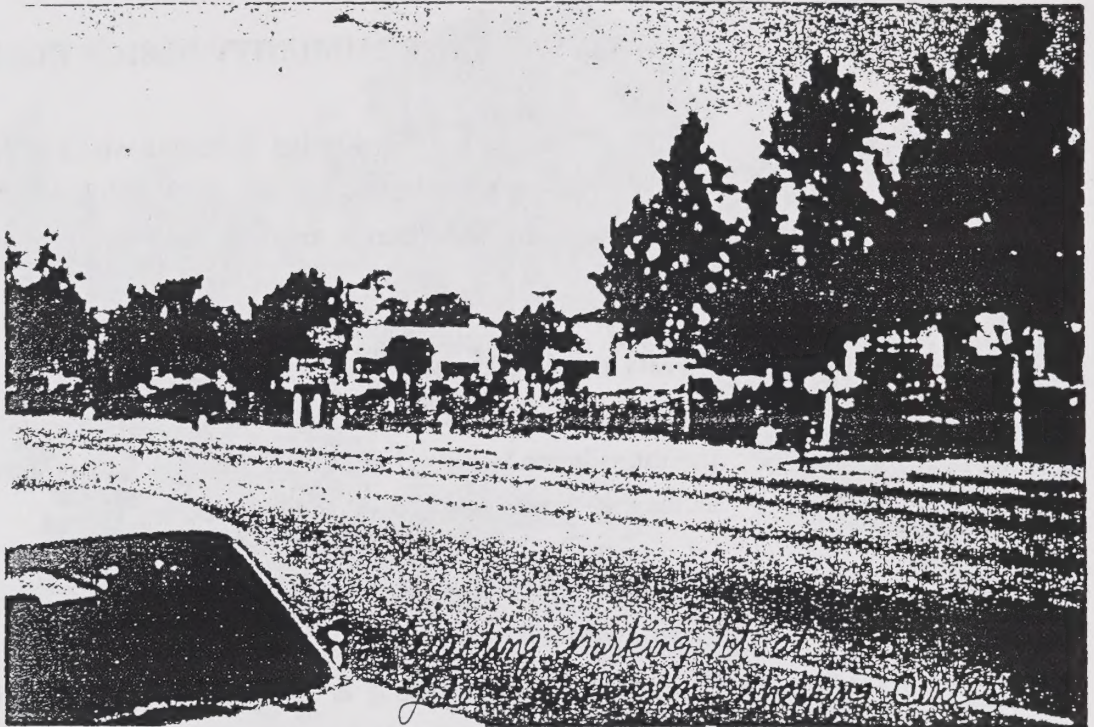
Development Standards - *The Private Realm*

These requirements will be incorporated into the City's zoning code and become law. They apply to new construction, renovations and remodeling on privately owned parcels. Refer to the Building Type Map to see which Building Type Standard — "House" or "Village" — applies to your location.

Design Guidelines - *The Private Realm*

A graphic collection of design directions, the Guidelines promote a vital, inviting place to shop and live. They should be used to direct all types of improvements including putting up a new sign, painting your building, or redesigning your storefront.

COMMUNITY DESIGN



COMMUNITY DESIGN

STREETS AND WALKWAYS

The Public Realm

Once a burro path to the mountains, Lake Avenue now carries more than 30,000 cars and trucks a day, sometimes in excess of 40 miles per hour. Hot, barren, narrow sidewalks, with little or no landscaping or other separation, expose pedestrians to the fumes and danger of the vehicular traffic. The rare traffic signal is short-timed, adding to the pedestrian's fear of crossing Lake.

The street deserves to be celebrated as Pasadena's most important north / south axis. It is the gateway to the City from Altadena, links the commercial heart of the city to the 210 freeway and shortly after the year 2000 will connect its communities via the Blue Line to downtown Los Angeles and Long Beach. It is Pasadena's direct tie to the Angeles Forest, offering breath-taking views of the San Gabriel mountains along its length.

The Power of Trees

The single most important Community Design strategy is to introduce large shade trees along the length of North Lake Avenue. A major tree planting program is the greatest opportunity to unify the street—even from the automobile at 35 miles per hour. Big trees marching up the mountain will provide shade for pedestrians and cars, improve air quality by filtering car exhaust and absorbing CO₂, narrow the perceived width of the street and give the street identity, dignity and character.

In order to achieve this effect, the trees must survive and thrive—requiring ample planting area and ongoing

COMMUNITY DESIGN

maintenance. The preferred tree planting concept occurs within the public right-of-way, in “tree lanes” and street medians. (see page D-23) Tree lanes replace existing parking lanes where sufficient off-street parking is available—providing large, continuous planting areas, wider sidewalks and a buffer between pedestrians and vehicular traffic. Where some street parking is needed, trees are planted in “tree peninsulas” which occur in the parking lane and are interspersed between parking spaces. (see page D-24). When neither tree lanes nor peninsulas are feasible, trees can be planted in wells or in planting strips. Trees may also be strategically encouraged on private property.

Control Traffic & Improve Pedestrian Safety

Both the General Plan and the Sketch Plan emphasize the desire to tame North Lake’s traffic and improve the street condition for pedestrians. Speeding and left turns, both onto and off of Lake Avenue, are probably the most significant traffic problems placing both pedestrians and drivers at risk.

A coordinated approach facilitates both people and cars—slowing or stopping traffic to permit safe street crossings (pedestrian and vehicular) while maintaining or enhancing the street’s ability to effectively move cars. These strategies attempt to improve safety and mobility by increasing the number of traffic controls and reducing the number of driveways cutting across sidewalks.

Alleys, Drives and Through-block access

Minimizing impact of the car is a goal of the Specific Plan. Where possible, driveways should be shared to reduce unnecessary paving and increase potential space for people, landscaping and development. Alleys minimize curb cuts and

COMMUNITY DESIGN

conflicts between cars and people on the main streets, provide separate access to accessory living units at the rear of residential properties and facilitate ways for people and automobiles to circulate. Rather than mere utility entrances for businesses, they should be treated as small scale streets for all uses fronting on them and should be clean, safe and inviting for people to walk down. Through-block access cutting the long north-south blocks fronting Lake would allow people on foot to get to Lake more easily and quickly from the residential areas and should be encouraged.

Street Lights

Next to trees the one element which will visually unify the length of Lake Avenue is reinstating the continuous string of historic light standards. Scaled to the pedestrian, providing light for sidewalks and businesses fronting on Lake, the lights would increase the safety and attractiveness of the avenue.

Introduce Street Amenities

The many storefront businesses facing Lake depend on local neighborhood patronage and would benefit from improvements that put more people on the street. Local residents would be more likely to walk beyond their favorite shop to explore others if the street were more attractive and walkable.

Improvements must serve the needs of the entire population, including those with physical disabilities.

Street furniture, benches, trash receptacles and newspaper dispensers are design opportunities to establish place, neighborhood identity and incorporate art into the fabric of street life. A Streetscape Program should be developed to implement street furniture and other pedestrian-oriented

COMMUNITY DESIGN

amenities. The specific design and style may vary along the length of North Lake, allowing for the distinction of individual neighborhoods. These strategies require private support and public will to be implemented, but also present opportunities for unifying the Specific Plan area and its neighborhoods with coordinated, concentrated improvements.

Transit Plaza and Park

The future Blue Line Station at Lake Avenue and the 210 freeway offers a key opportunity to create a shaded pedestrian plaza for commuters and to repair the cut in the City's fabric made by the freeway. The station could be incorporated into a greatly widened bridge with small scale commercial structures as well as a plaza and park. It will serve riders from both north and south of the freeway, so the station area should be designed with both the North Lake Specific Plan and Central District Specific Plan areas in mind. When the Central District Specific Plan is developed, a concurrent planning effort should address the station area.

COMMUNITY DESIGN

NEIGHBORHOOD PLACEMAKING

Bridging the Public and Private Realms

Neighborhood places are the hangouts and gathering places that make life easier and more enjoyable. Making the difference between a lifeless commercial strip and a vital urban village, they are the memorable places where one returns as often as one can to reconnect with one's friends and sense of community. They always include places to sit, offer views of public life — and the best ones provide opportunities to eat or drink. The lines between public and private, place and time and physical and social are blurred with good neighborhood places. And they are most successful when the people who use them feel a sense of ownership in them.

Gathering Places

The Plan area includes several potential neighborhood gathering places— on public or private properties or combination of both — which can be improved to enhance the quality of life along North Lake Avenue. Friends and neighbors meet by chance or intention at a sidewalk fruit stand, in the plaza, at the park, café or farmers' market. One such gathering place might occur at a juice bar and seating area in what is now the parking lot between the Armenian Cultural Center and Washington Park. Another might happen with a few chess tables under a tree shaded plaza next to Fire Station #33 where seniors could gather. Or one might evolve at an Edge Repair pergola along the parking lot of Food-For-Less and Lake Avenue with a news stand, espresso cart and benches.

COMMUNITY DESIGN

Community Cohesion and Neighborhood Identity

Lake Avenue can become a community living room in the tradition of great streets, bringing east, west, north and south together—both visually and socially. Neighbors might collaborate to design and build a gateway to their neighborhood—building pride, commitment and friendships at the same time. Similarly, both commercial and residential neighbors might collaborate in developing a signature project such as one of the edge repairs. Community festivals become periodic and seasonal opportunities to celebrate neighborhood relationships.

Edge Repair

As with countless commercial strips, the development on North Lake has evolved along the path of least resistance. Low land costs, heavy automobile traffic and standard zoning codes have meant numerous surface parking lots in front of one story buildings and a high number of auto-oriented uses such as gas stations and mini-malls. Edge Repairs are devices to repair the street wall, provide pedestrian amenities, bring shopfront type uses to the street and generally revitalize the avenue with pedestrian-type uses and activities.

There are numerous corners and edges of parking lots which would benefit by such ‘repairs.’ Most notable are the four corners at Lake and Orange Grove, the corner of Sav-On’s parking lot at Lake and Mountain and, perhaps first and foremost, the edge of Food-For-Less’ parking lot along Lake.

A Fast Food Garden District

The area between Mountain and Orange Grove, the “Fast Food District,” has been identified as needing improvement both in

COMMUNITY DESIGN

terms of vehicular traffic onto and off of Lake but also from the point of view of the person on the sidewalk and in the parking lot. In order for the proposed landscaped median on Lake to not hurt the fast food businesses and to not result in increased traffic in the neighborhoods, a coordinated program of shared driveways and parking will need to be adopted by the properties in this district.

With the cooperation of both the neighborhoods and the business owners, this project could become a national model for neighborhood-friendly fast food districts. With the decrease in the required areas for parking and driveway cuts, land is freed for more useful, business- and pedestrian-friendly purposes such as expansion of services and garden eating areas.

Neighborhood Initiative: a Different Paradigm for Development

Most of these strategies will require neighborhood initiative to be realized. They depend on an inverse development paradigm; projects initiate out of the community's needs and desires, rather than with an outside developer's idea. Public / private partnerships can be forged to facilitate the approvals process and strengthen the chances for economic success. The process itself reinforces the quality of neighborhood life. Community projects in and of themselves help knit neighbors together.

COMMUNITY DESIGN

Choices

The following locations were identified by the working group in a mapping exercise as opportunities for enhancement into important places for the community:

- Washington Theater
- Fire Station #33
- The future Blue Line station at Lake and the 210 freeway

The following locations were identified as most in need of attention and improvement:

- The mini-mall at the north-east corner of Lake & Orange Grove
- All four corners of the Lake & Orange Grove intersection
- The State Social Services building north of Mountain

More recently, the Working Group identified the Lake/Washington intersection and the Fast Food District on Lake Avenue as areas needing more attention and improvements. improvement.

Please see the technical appendix for a complete list of places identified by the Working Group as priority projects.

COMMUNITY DESIGN

DEVELOPMENT STANDARDS

The Private Realm

Livable Places

Development standards are rules of “building etiquette” that help buildings be good neighbors. They ensure that residential uses are protected from the impacts of other uses, guarantee access to light and air, and preserve views of the mountains.

Development standards also define the edge of the public realm. In the North Lake Specific Plan area, they coordinate development so that the resulting buildings contribute as a group to the character and vitality of the street. And while North Lake’s development standards establish parameters, they also allow for a diversity of design expression.

The development standards are the part of the Specific Plan that will become law as part of the City’s zoning code for the Specific Plan area. Development standards apply to new construction, remodeling and revitalization on privately and publicly owned parcels.

“Village” and “House” Building Types

The Specific Plan physical environment varies in scale and character. To preserve and promote what is valued in different areas, the development standards define two building types: “Village” and “House.” Only one building type is called out within specific geographic areas; for instance, “Village” applies in the Lake / Washington area, while “House” will apply in the area between Mountain and Claremont. However, a range of uses is allowed within each building type depending on its location within the plan area. (*See Building Type Map*)

COMMUNITY DESIGN

Existing buildings that do not conform to the required type will be allowed to remain but new construction and additions above a certain size will conform to the new designated building type.

Specific civic and community uses such as the School, Library, Fire Station, and churches are exempt from both of these building types and are conditionally permitted only, with their design controlled under the conditional use permitting process.

“Village” type is commercial in character. While only commercial uses are allowed on the ground floor, height bonuses are allowed in some areas for residential use on upper floors. This type focuses on encouraging vitality on the street. People are drawn to streets where buildings with windows come up to the sidewalk and provide opportunities to readily engage with what is happening inside. Parking is located behind buildings so that people at the sidewalk are greeted by shopfronts and not parking lots. Windows are important and need to be transparent to make activity visible and to display interesting things. Entrances are inviting and occur often. Signage is clear and visible to people on the sidewalk as well as those in vehicles. Shade from awnings and trees is essential in Pasadena’s sunny climate. Places to sit - either for eating or simply for resting and watching encourage people to pause and chat.

“House” type includes single family, RM 12 and City of Gardens multifamily residential building types. Residential in character, “House” allows certain non-residential uses within it. It includes a front yard setback, possibly a covered porch and massing that could sit comfortably next to a single family house. New standards and incentives may need to be

COMMUNITY DESIGN

developed to encourage existing bungalows to be retained, reused, and appropriately added on to while encouraging the removal of awkward tack-on front additions. In general, the creative re-use and re-location of existing older buildings is encouraged.

A variety of uses or use mixes are permitted within the House and Village types. These development standards are less about specific uses and more about encouraging a building's physical contribution to the character and vitality of a given area. For example, a House type building could have residential uses throughout, or there may be a mix of uses with neighborhood serving retail or small professional offices on the lower floors and residential uses above.

Uses encouraged by Village building type are relatively local in nature and small in scale. Setbacks, solar access, walls and landscaping are required when commercial uses abut residential districts. In some districts, residential is allowed above the ground floor with additional setbacks to provide usable outdoor space and to buffer the residences from traffic and commercial uses below and adjacent. Height and area bonuses encourage mixed-use in designated areas which would benefit by a twenty-four hour residency.

COMMUNITY DESIGN

DESIGN GUIDELINES

The Private Realm

Delight in Places

The Design Guidelines are a collection of observations of what works to make a vibrant urban environment. They describe the functions of design and how design contributes to a livable place. Rather than prescribing a specific style, they celebrate and encourage vital diversity within a coherent whole.

The guidelines continue the direction of the Development Standards but with suggestions and inspiration — not law. As with the Standards, the scale and comfort of the person on the sidewalk is primary, rather than the automobile. These guidelines are written for this person — shopper, stroller, bus rider, commuter, diner, business owner, sales person.

Therefore they ask that development respect a few rules:

Park the cars in back.

Put the entrances in the front.

Let people see interesting things inside buildings.

It is hoped that a wide variety of interesting, imaginative and engaging designs will result from the Guidelines. The structure and order that large shade trees will bring to the avenue will establish the continuity of place against which a wide variety of designs, shapes and colors can play.

COMMUNITY CONCEPTS MAP

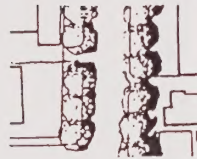
North Lake Specific Plan

Pasadena California

LEGEND

STREETS AND WALKWAYS

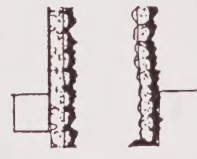
Trees



Tree Lane



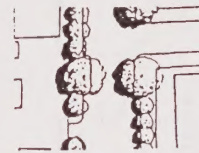
Tree Peninsula



Tree Strip and
Tree Wells



Landmark Tree
Southern Gateway

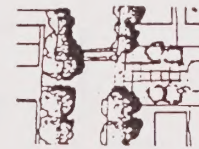


Landmark Tree
Northern Gateway

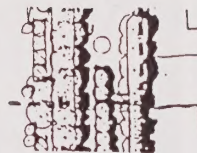
Improving Pedestrian Access and Controlling Traffic



Residential
Street Entry



Residential
Street Plaza



Mid-block
Crossing



Planted Median



Shared Parking
and Driveways

NEIGHBORHOOD PLACEMAKING



Gathering Places



Neighborhood Anchors



Neighborhood Parks



Edge Repairs



Pedestrian Route and
Through-Block Access



Fast Food
Garden District



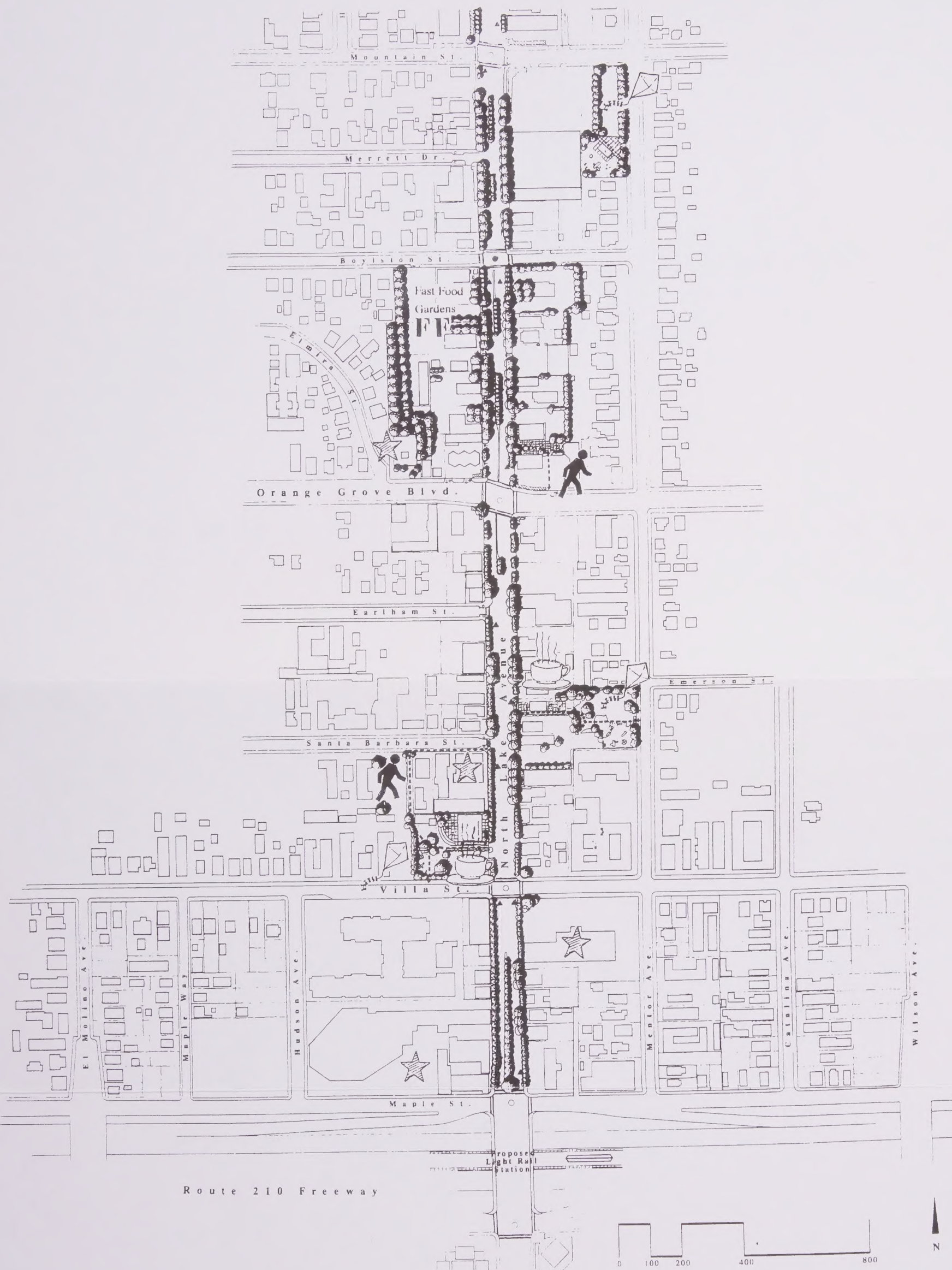
Existing Signal



Bus Transit Stop



Proposed Signal



October 7, 1995

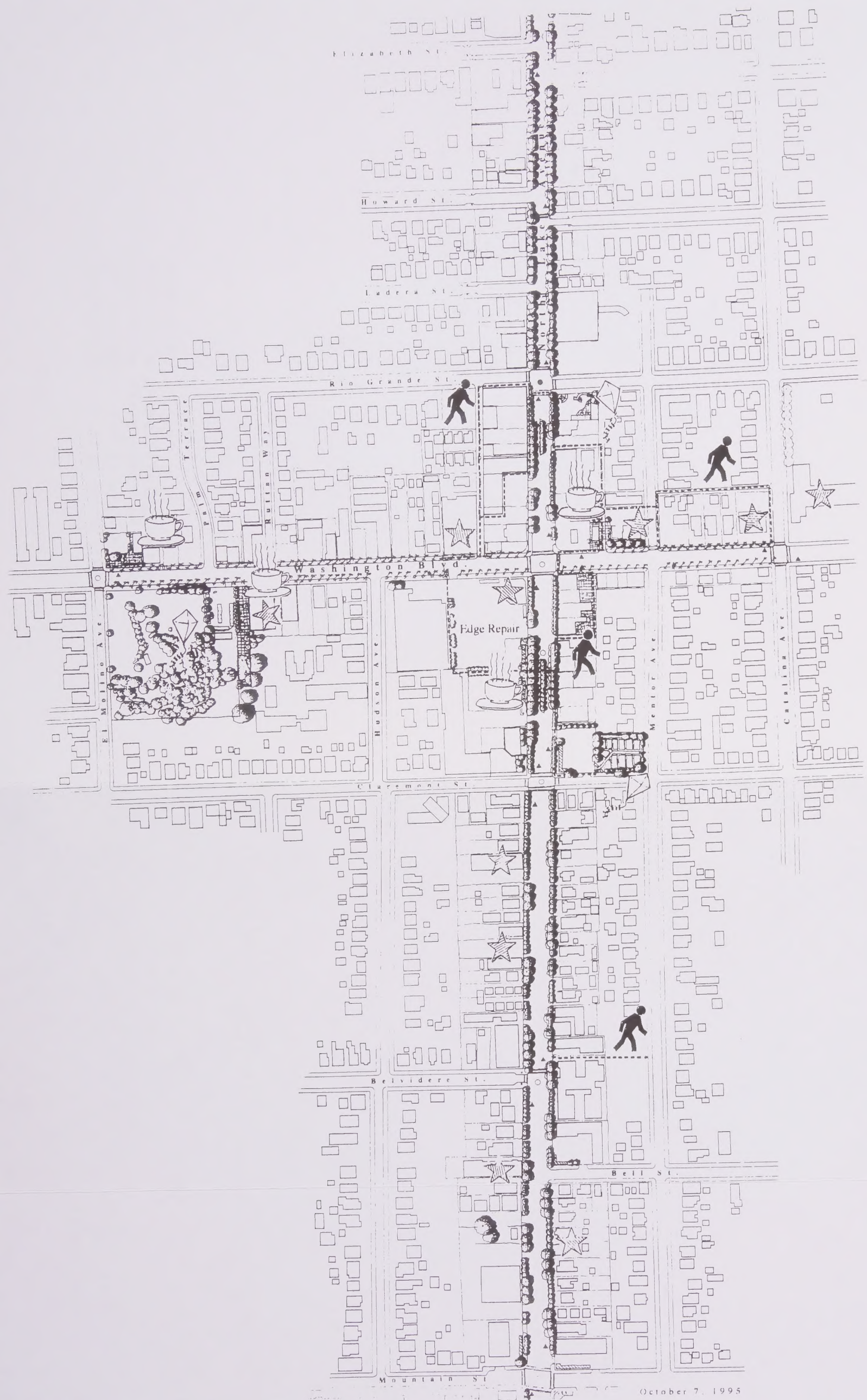
Sheet 1

COMMUNITY CONCEPTS MAP

North Lake Specific Plan

Pasadena California

PHOEBE WALL WILSON ASSOCIATES
WITH
RE: ARCHITECTURE



Sheet 2

COMMUNITY CONCEPTS MAP

North Lake Specific Plan

Pasadena California

PHOEBE WALL WILSON ASSOCIATES
WITH
REI ARCHITECTURE

COMMUNITY DESIGN

Streets and Walkways

Public Realm



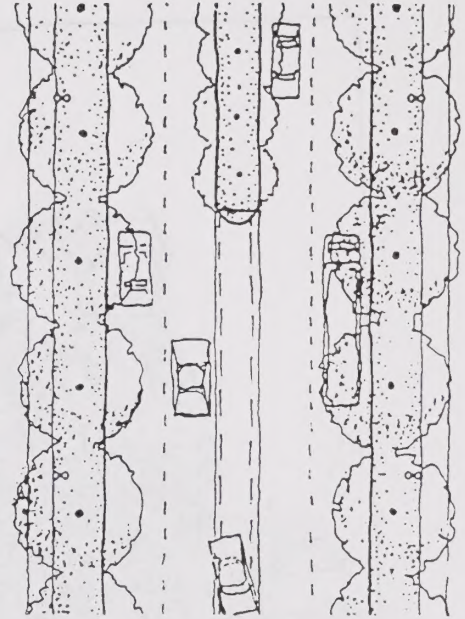
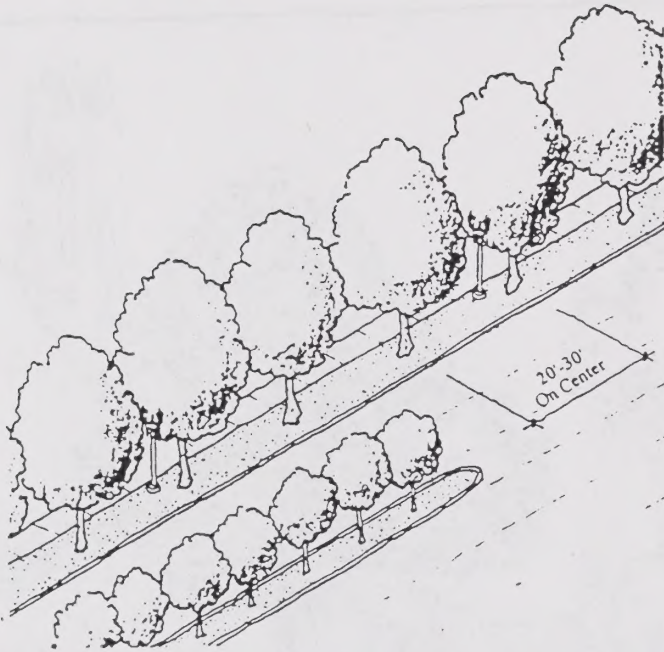
PURPOSE:

To create a grand, inviting street celebrating North Lake's importance in the city, made vital by people and distinguished by large shade trees.

COMMUNITY DESIGN

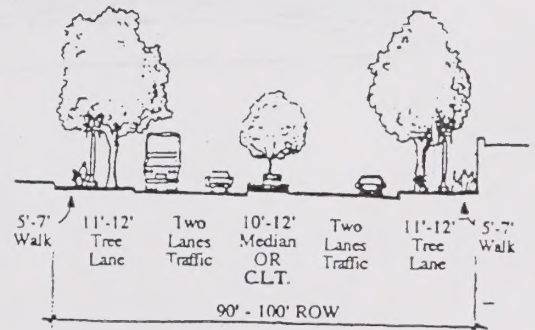
Streets and Walkways

Public Realm



TREE LANE

"Tree Lane" is the preferred tree planting concept. It replaces existing parking lanes where sufficient off-street parking is available and provides large, continuous planting areas for large trees spaced a maximum of 20 to 30 feet on center.

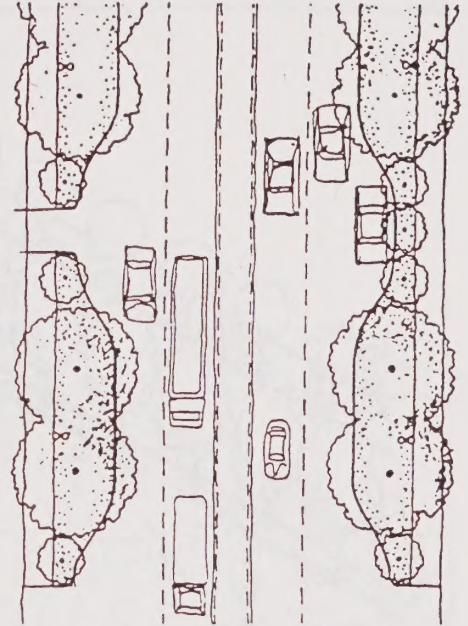
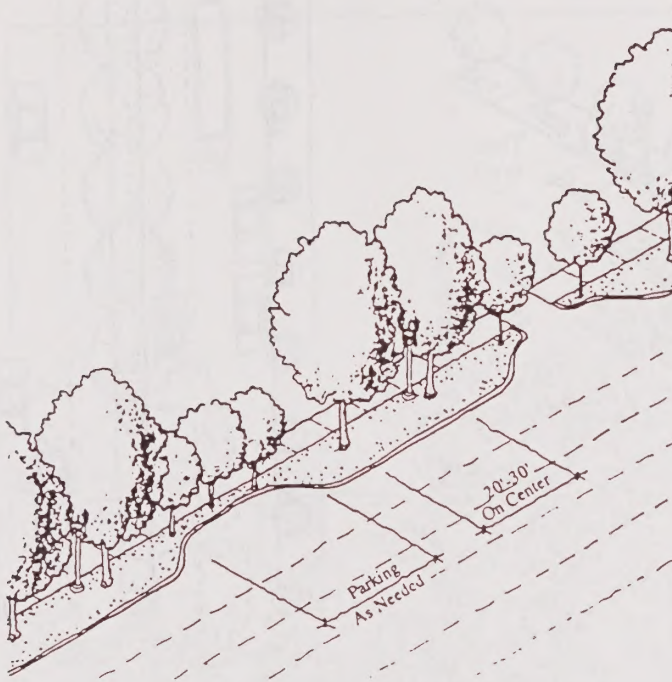


TREES

COMMUNITY DESIGN

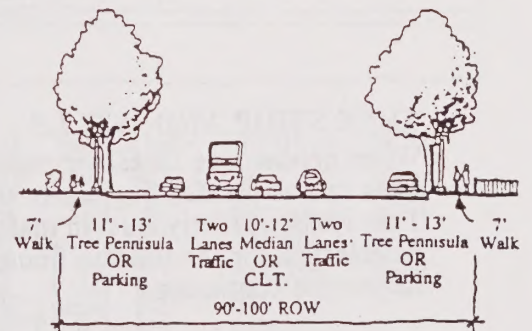
Streets and Walkways

Public Realm



TREE PENINSULAS

"Tree Peninsulas" occur in the parking lane and are interspersed with parking spaces where some street parking is needed. They provide large planting wells for large trees spaced as closely as possible while allowing for required clearances. Smaller trees occur in the planting strip area spaced 14 to 16 feet on center where possible.

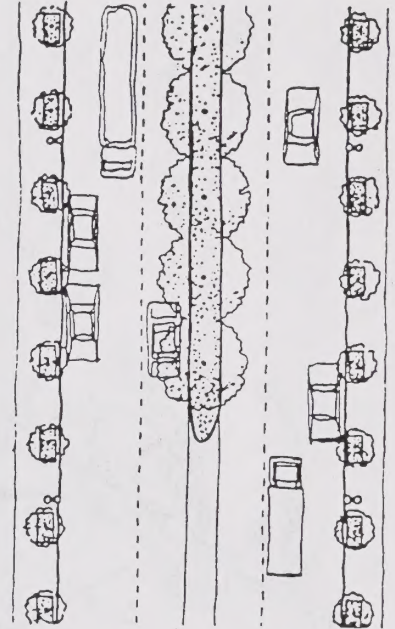
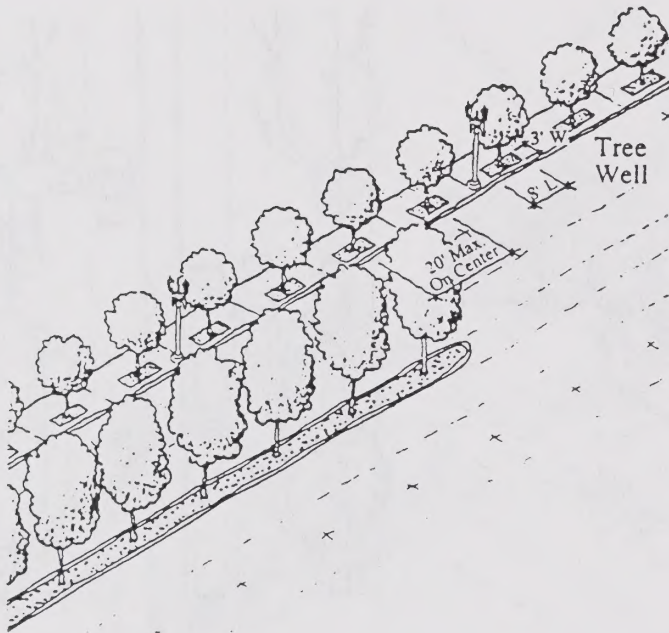


TREES

COMMUNITY DESIGN

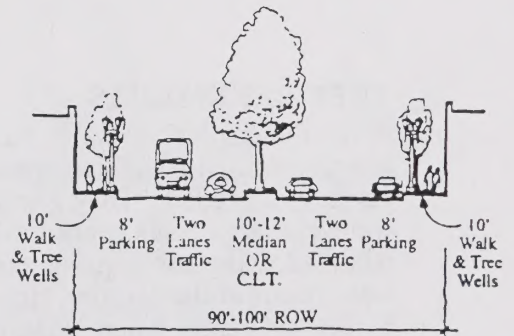
Streets and Walkways

Public Realm



TREE STRIP AND WELLS

When neither tree lanes nor peninsulas are feasible, trees can be planted in wells or in planting strips. Tree wells currently exist in many areas but need to be enlarged for the trees to flourish and supplemented to provide continuity.



TREES

COMMUNITY DESIGN

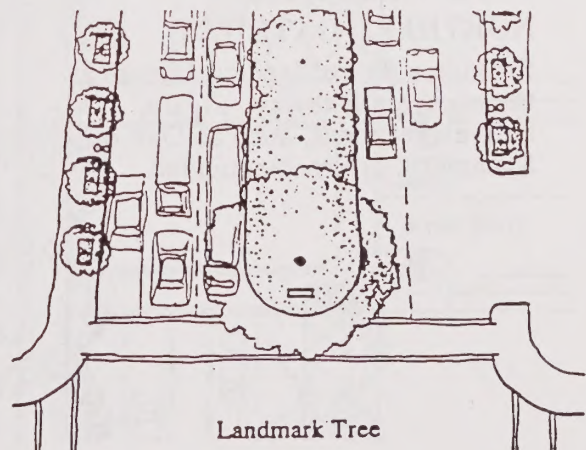
Streets and Walkways

Public Realm



LANDMARK TREE - SOUTHERN GATEWAY

Provide a landmark tree at the center of Lake at Maple Street signifying the southern gateway to North Lake. Magnificent native specimens, such as Oak or Sycamore, are recommended.

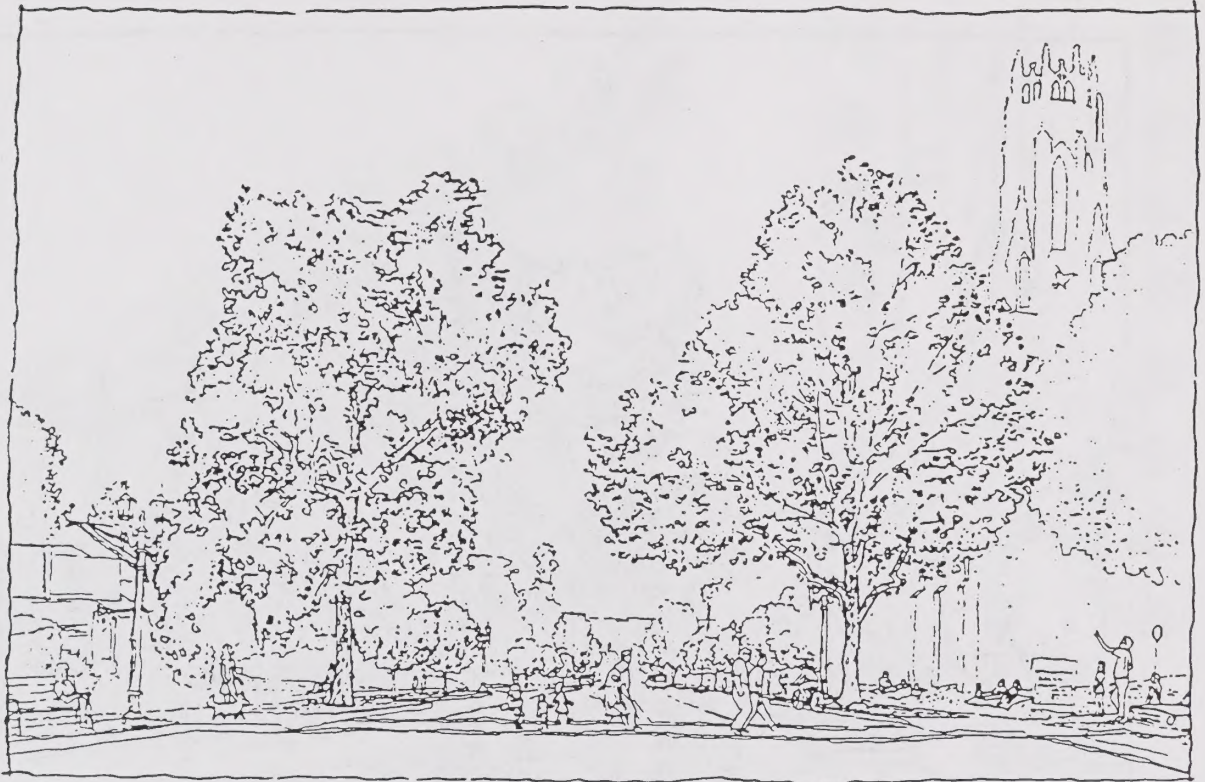


TREES

COMMUNITY DESIGN

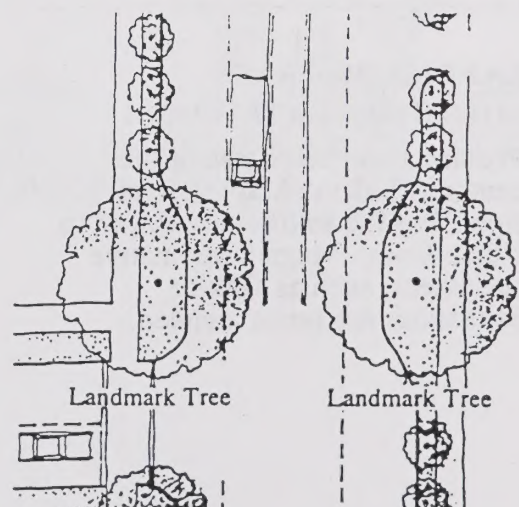
Streets and Walkways

Public Realm



LANDMARK TREES - NORTHERN GATEWAY

Provide a pair of landmark trees at the northern gateway. Again, native specimens, such as Oak or Sycamore, are recommended.



TREES

COMMUNITY DESIGN

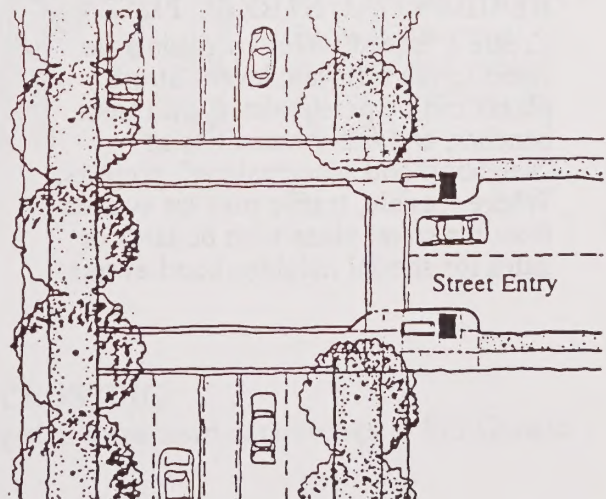
Streets and Walkways

Public Realm



RESIDENTIAL STREET ENTRY

Calm traffic by necking down the roadbed to 28 feet in width at residential cross streets. The placement and design of identification markers may be implemented by neighborhoods as a "neighborhood placemaking" project.

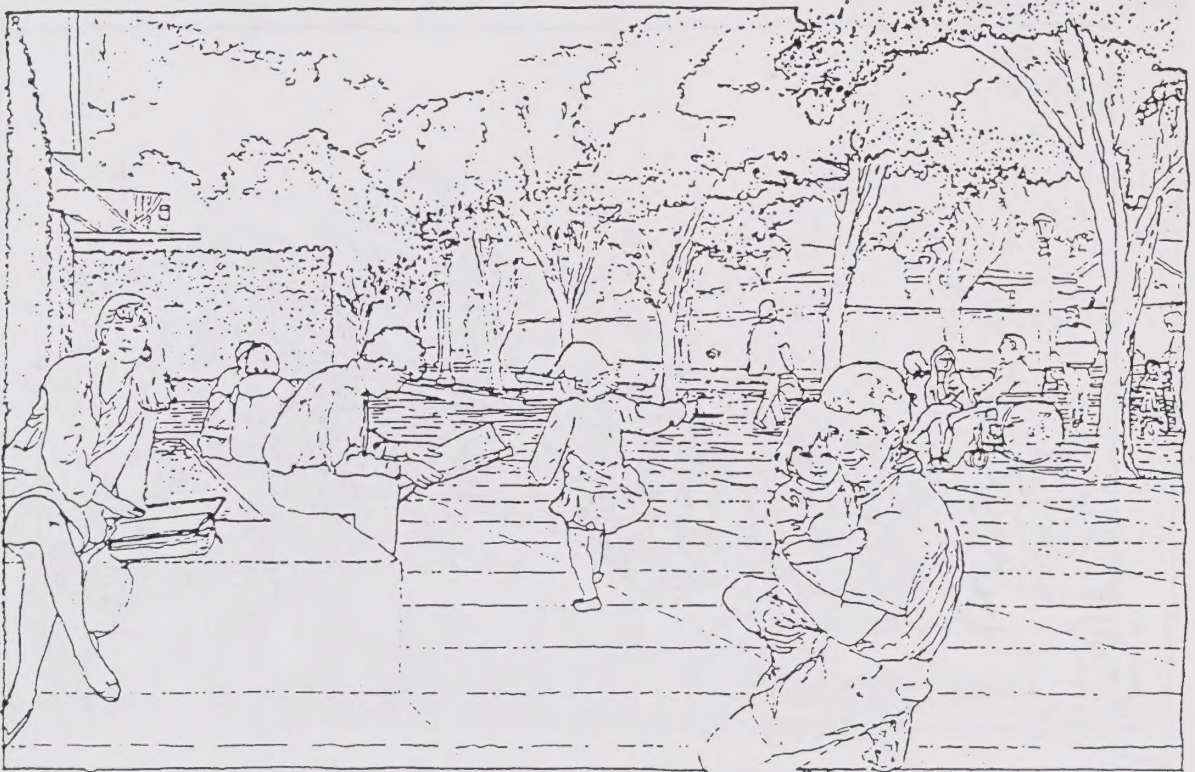


*IMPROVING PEDESTRIAN ACCESS
AND CONTROLLING TRAFFIC*

COMMUNITY DESIGN

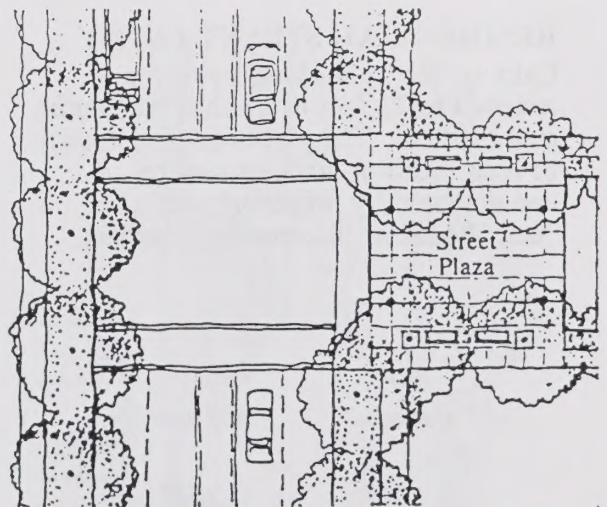
Streets and Walkways

Public Realm



RESIDENTIAL STREET PLAZA

Create a “speed table” by raising the street to the sidewalk level. Street plazas can be personalized with trees, benches, and other amenities as “neighborhood placemaking” projects. Where feasible, traffic may be averted from the street plaza with bollards or gates for special neighborhood events.

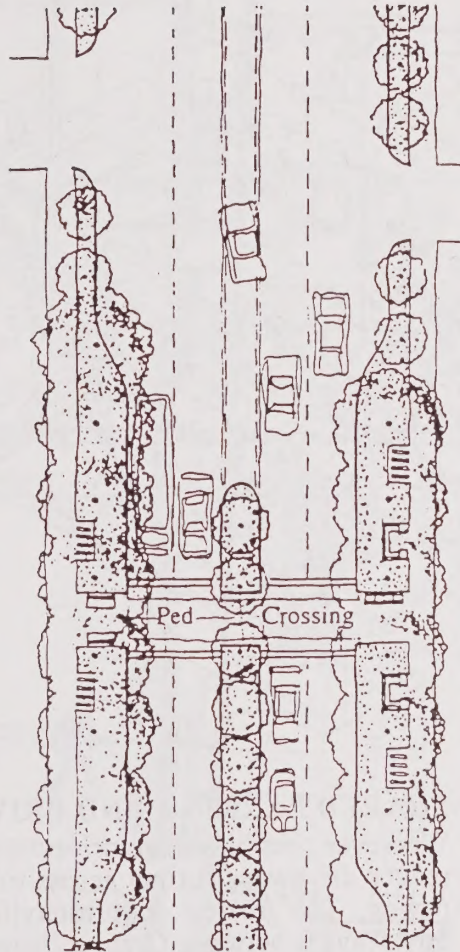


IMPROVING PEDESTRIAN ACCESS AND CONTROLLING TRAFFIC

COMMUNITY DESIGN

Streets and Walkways

Public Realm



MID-BLOCK CROSSING

Introduce a signalized mid-block crossing between Claremont and Washington. Extend the sidewalk out to shorten the crossing distance and provide additional space for trees and benches.

PLANTED MEDIAN

Provide new tree medians and extend existing medians as shown.

SIGNALIZED CROSSING

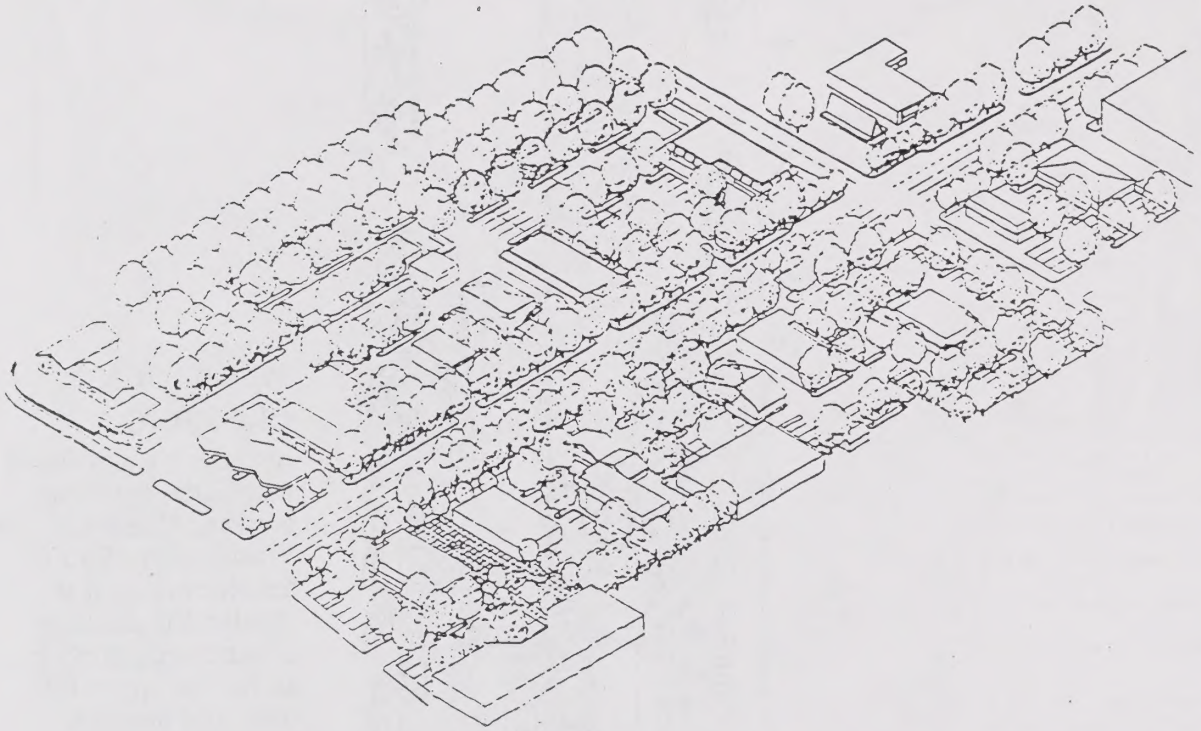
Introduce signalized auto/pedestrian crossings at Rio Grande and at Boylston.

*IMPROVING PEDESTRIAN ACCESS
AND CONTROLLING TRAFFIC*

COMMUNITY DESIGN

Streets and Walkways

Public Realm



SHARED PARKING AND DRIVEWAYS

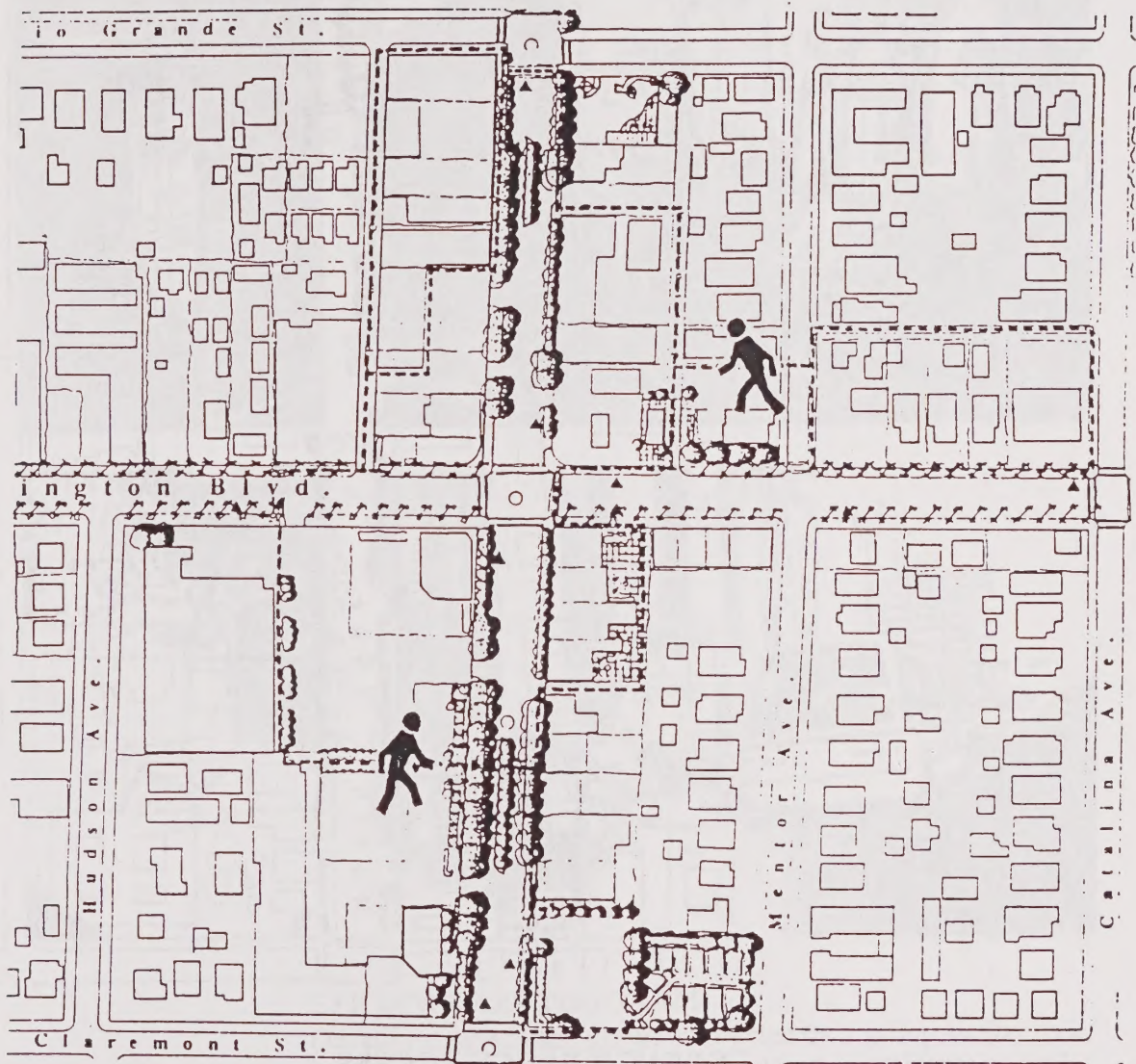
Wherever possible, share driveways and parking areas to reduce driveways cutting across sidewalks and unnecessary paving. The greatest opportunity for sharing parking and driveways is between Orange Grove and Mountain, making a planted median possible at this location (see Neighborhood Placemaking - Priority Projects)

IMPROVING PEDESTRIAN ACCESS AND CONTROLLING TRAFFIC

COMMUNITY DESIGN

Streets and Walkways

Public Realm



PEDESTRIAN ROUTE

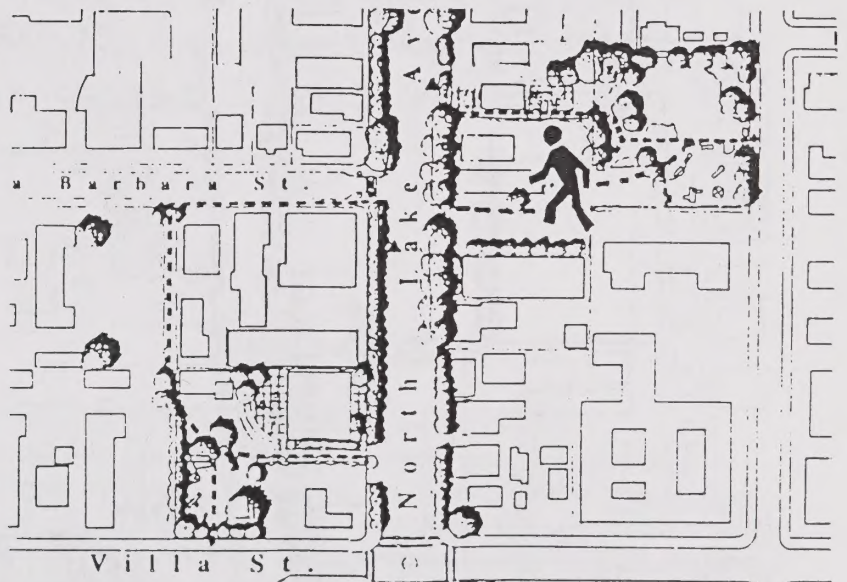
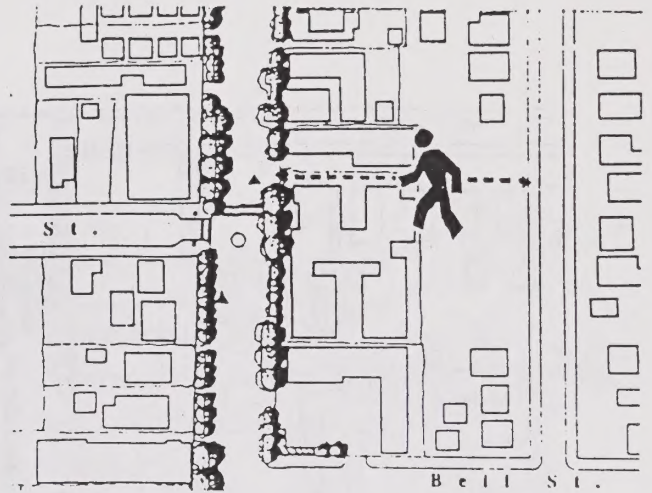
Provide walking routes which overlay the primary streets, giving people choices for making their way around high activity areas such as Lake and Washington or between Orange Grove and Boylston. Alleys, walkways along parking lots and through-block walkways contribute to accessibility. Provide landscape, seating, and fountains along the way.

*IMPROVING PEDESTRIAN ACCESS
AND CONTROLLING TRAFFIC*

COMMUNITY DESIGN

Streets and Walkways

Public Realm



THROUGH-BLOCK ACCESS

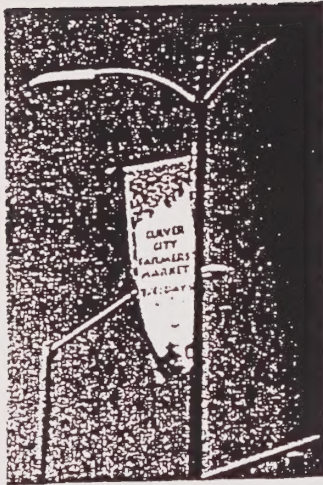
Introduce walkways to cut through the long blocks fronting Lake Avenue. They may be acquired by the City as pedestrian easements. Opportunities are located between Villa and Orange Grove, at Fire Station 33 and between Bell and Claremont. Identify walkways with markers or portals, paving, and interesting fences or walls. Make them inviting with lighting and landscaping.

IMPROVING PEDESTRIAN ACCESS AND CONTROLLING TRAFFIC

COMMUNITY DESIGN

Streets and Walkways

Public Realm



STREETSCAPE PROGRAM

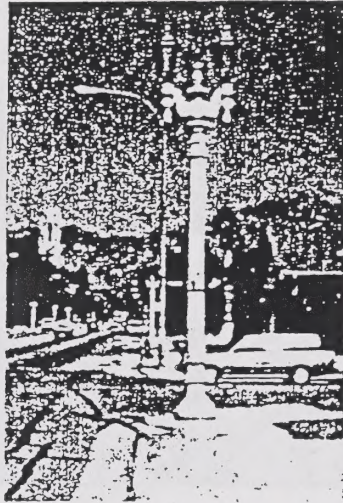
Develop a streetscape program directed by a group similar to a business improvement group but made up of residents as well as business and property owners. Facilitate these groups to implement the design and fabrication of street amenities such as benches, bus waiting stations, trash receptacles, newspaper dispensers, drinking fountains, and bicycle racks. The program should encourage a range of expression in the streetscape elements in order to contribute to the identity of neighborhoods along North Lake.

STREET AMENITIES

COMMUNITY DESIGN

Streets and Walkways

Public Realm



STREET LIGHTS

Reinstate historic light standards throughout the area.



PUBLIC ART

Artists should be included in the design of the streetscape amenities. Public art and craft elements such as fountains, tiles and murals may also be included.

STREET AMENITIES

COMMUNITY DESIGN

Streets and Walkways

Public Realm



TRANSIT PLAZA

A plaza on the overpass above the future Lake Avenue Blue Line station would enliven the sidewalk to tie the areas south and north of the freeway.

STREET AMENITIES

COMMUNITY DESIGN

Neighborhood Placemaking

Public and Private Realm



PURPOSE:

To Create Community by Creating Places

COMMUNITY DESIGN

Neighborhood Placemaking

Public and Private Realm

MENU OF IDEAS AND OPPORTUNITIES

This element provides a menu of ideas and opportunities for use by a variety of groups that want to create Neighborhood Places in the North Lake area. Private property owners, neighborhood associations, non-profit community groups and City departments can work singularly or in partnership to create these places and community.



Neighborhood Places are the hangouts and gathering places that make life easier and more enjoyable. They are the memorable places where one returns as often as one can to reconnect with one's friends and sense of community. In the most successful of these, the users have a hand in creating them or feel a sense of ownership in them.

Born out of the community's needs and desires, they can be made in many different ways: a community group can open the side of its building with a juice bar overlooking a park; a mini-mall owner can build an Edge Repair at the street, providing seating and rental space for a variety of goods and services; the City can contract with a private local business to provide coffee and sodas at an outdoor terrace of the library. Public and private partnerships should be forged to facilitate the approvals process and strengthen the chances for economic success for the businesses involved.

MENU OF OPPORTUNITES

COMMUNITY DESIGN

Neighborhood Placemaking

Public and Private Realm



ESSENTIAL CHARACTERISTICS

- ample places to sit and view public life
- close proximity to places of interest and activity such as a park, shopping area or library
- opportunities to eat or drink
- appealing to a wide range of age groups

MENU OF OPPORTUNITIES

COMMUNITY DESIGN

Neighborhood Placemaking

Public and Private Realm



PRIORITY PROJECTS

Initiate neighborhood placemaking projects that have the enthusiasm and will of the community behind them.

Most neighborhood placemaking projects require neighborhood initiative to be realized. Their form and the services they provide should directly respond to the community's needs and desires. Some require commercial and residential neighbors to collaborate in developing a project. Edge repairs and the Fast Food Garden District are two examples of signature projects that improve the quality of life in the neighborhood.

EDGE REPAIR

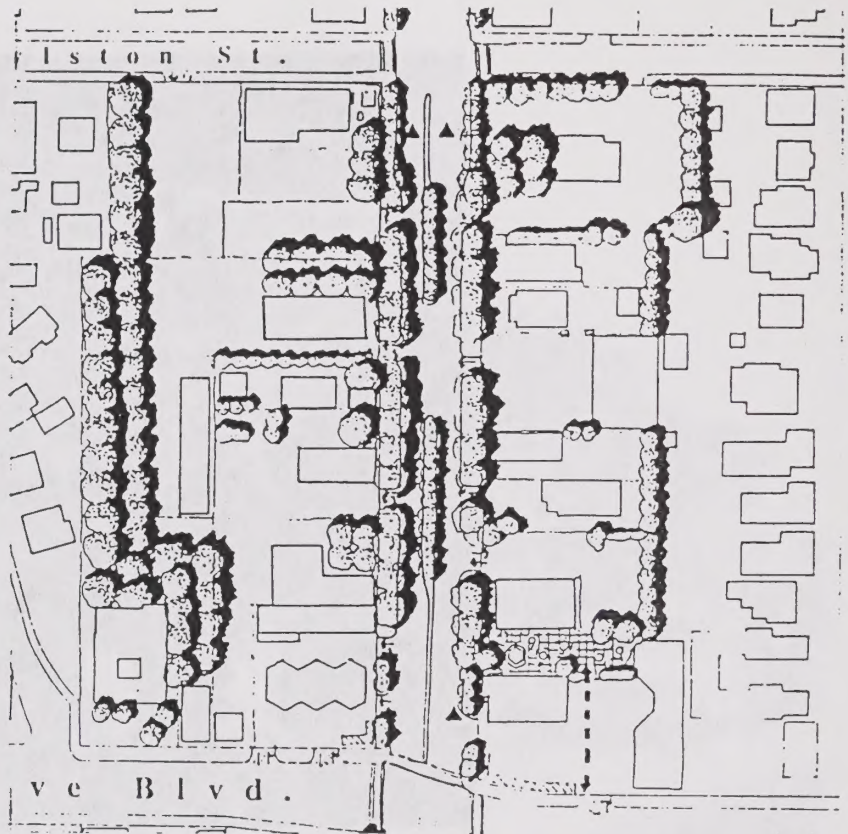
A priority site for edge repair is the Food-4-Less parking lot along Lake. The community has also identified the four corners at Lake and Orange Grove and the corner of Sav-On parking lot at Lake and Mountain as priority sites.

PRIORITY PROJECTS

COMMUNITY DESIGN

Neighborhood Placemaking

Public and Private Realm



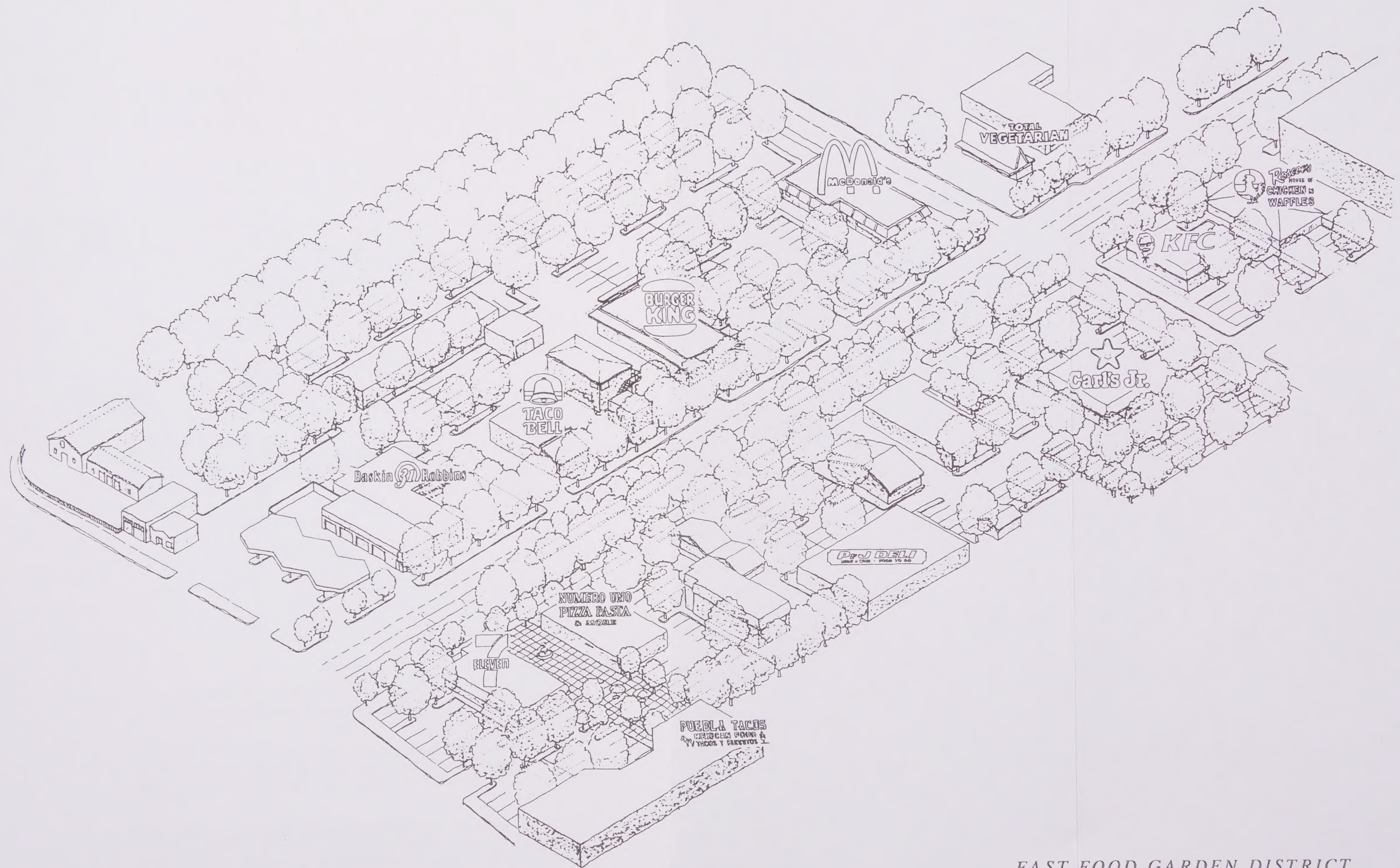
FAST FOOD GARDEN DISTRICT

Encourage properties to adopt a coordinated program of shared driveways, parking and landscaped garden courts.

The community wishes to have a landscaped median on Lake between Mountain and Orange Grove in order to limit left turns on and off Lake and to soften the visual impact of the fast food businesses. To implement this improvement, shared driveways and parking areas within the adjacent properties are recommended. They lessen negative impacts on businesses and also buffer adjacent neighborhoods from traffic impacts.

An added benefit to sharing driveways and parking is that land is freed up for expansion of food services and garden eating areas. With the cooperation of both the neighborhoods and the business owners, this project could become a national model for neighborhood-friendly fast food districts.

FAST FOOD GARDEN DISTRICT



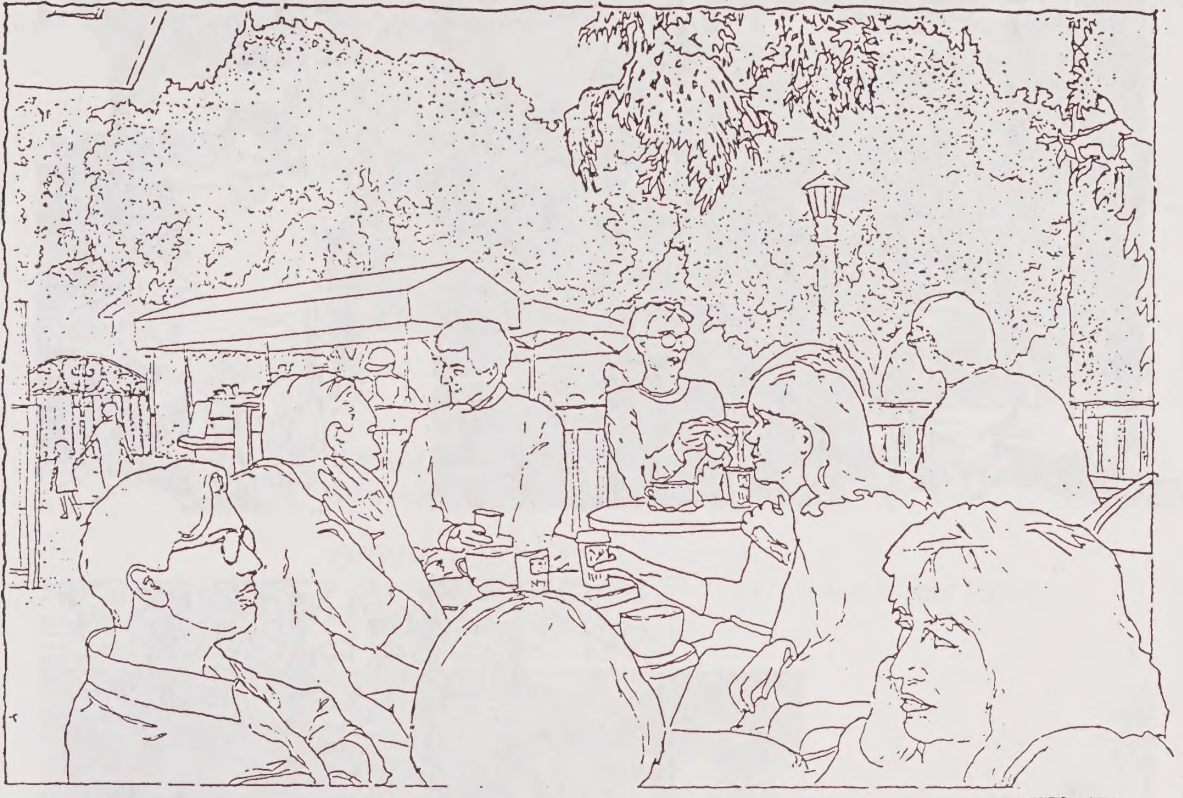
FAST FOOD GARDEN DISTRICT

PHOEBE WALL WILSON ASSOCIATES
WITH
RE.: ARCHITECTURE

COMMUNITY DESIGN

Neighborhood Placemaking

Public and Private Realm



GATHERING PLACES

Encourage neighborhood gathering places at key locations.

The Plan area includes several potential gathering places—on public or private properties or combinations of both—which can be improved to enhance the quality of life along Lake Avenue.

The following locations and examples illustrate a range of possible activities and uses. Think of them like a “what if” list; what ultimately happens at these locations or others is to be decided by the neighbors and businesses themselves.

GATHERING PLACES



COMMUNITY DESIGN

Neighborhood Placemaking

Public and Private Realm



EXAMPLES: Armenian Cultural Center and Washington Park

OPPORTUNITIES:

- juice bar
- weekly growers market
- park-side cafe seating
- tot lot

GATHERING PLACES



COMMUNITY DESIGN

Neighborhood Placemaking

Public and Private Realm



EXAMPLE: Corner market at El Molino/Washington and Washington Park

OPPORTUNITIES:

- terrace cafe at market
- garden corner repair
- bus waiting station



EXAMPLE: Post office and NE corner of Lake/Washington

OPPORTUNITIES:

- civic kiosk in plaza
- juice and pastry carts
- benches

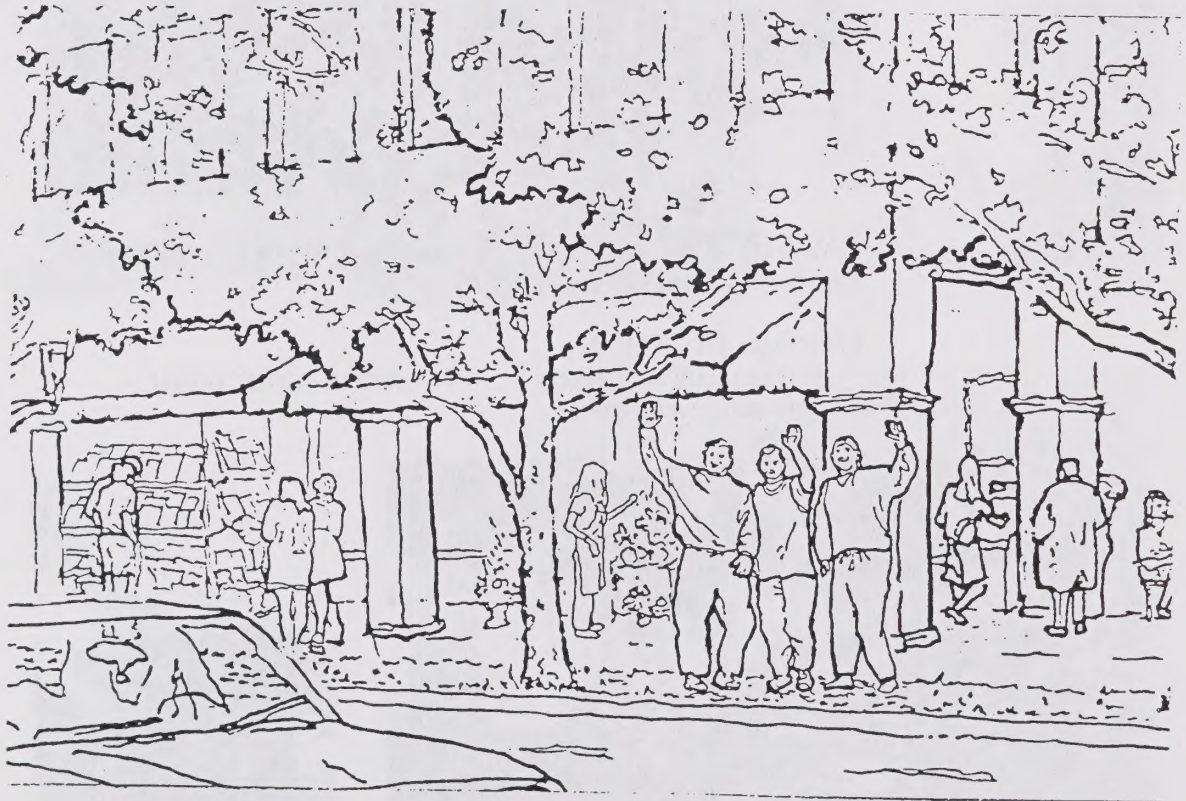
GATHERING PLACES



COMMUNITY DESIGN

Neighborhood Placemaking

Public and Private Realm



EXAMPLE: Food-4-Less parking lot at Lake below Washington

OPPORTUNITIES:

- pergola edge repair
- espresso cart
- ATM
- vendor carts
- newsstand
- benches
- telephones

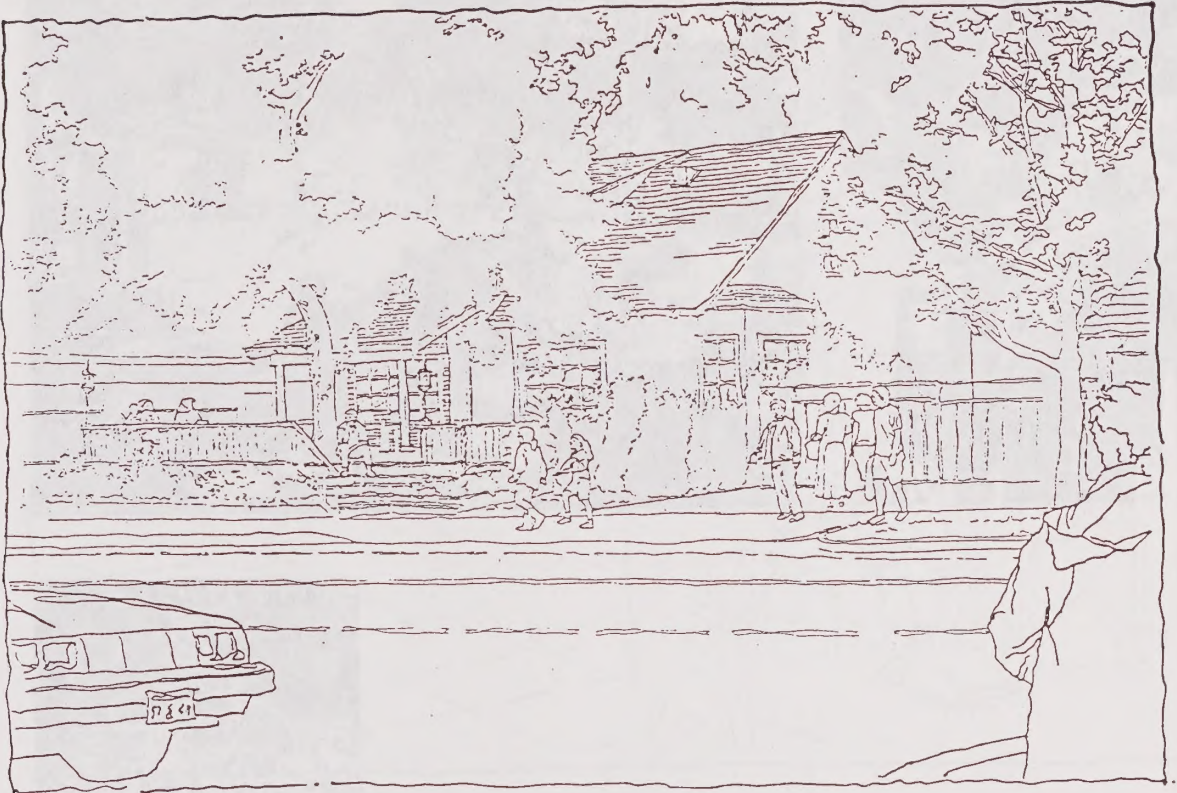
GATHERING PLACES



COMMUNITY DESIGN

Neighborhood Placemaking

Public and Private Realm



EXAMPLE: Vacant house North of Payless Shoes between Villa and Orange Grove

OPPORTUNITIES:

- "Neighborhood Houses"
- cafe
- daycare center
- through-block pedestrian corridor to Mentor
- teen gathering place
- terrace seating
- neighborhood park

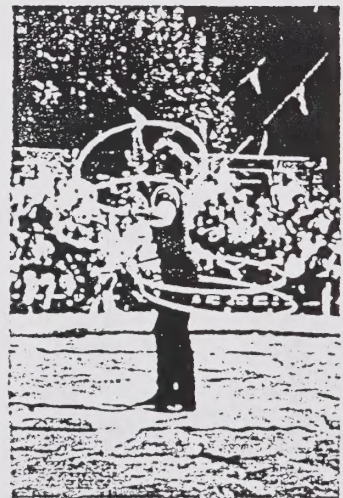
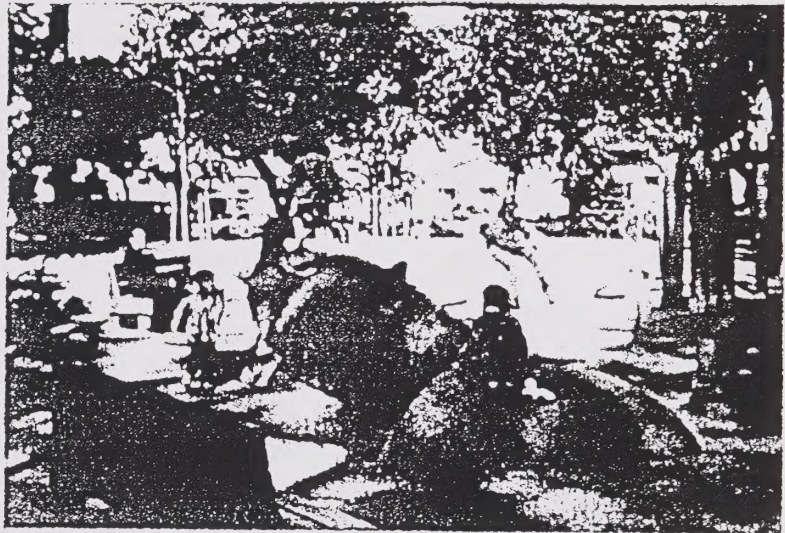
GATHERING PLACES



COMMUNITY DESIGN

Neighborhood Placemaking

Public and Private Realm



EXAMPLE: Fire Station #33 between Villa and Orange Grove

- community information access center with mobile services
- community court
- kids' play tower
- tot lot
- outdoor performance area

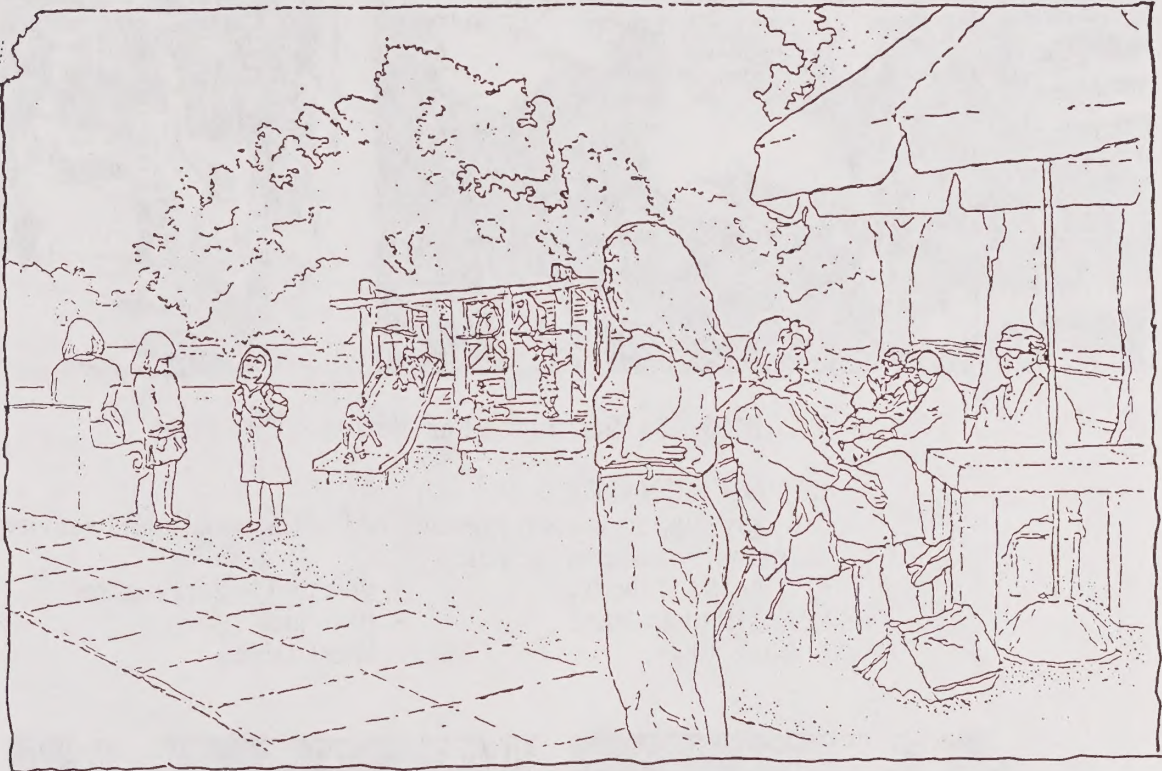
GATHERING PLACES



COMMUNITY DESIGN

Neighborhood Placemaking

Public and Private Realm



NEIGHBORHOOD PARKS

Acquire park areas at existing opportunity sites.

These are gathering places located in open space. A range of focus activities for neighborhood parks are illustrated at the following opportunity sites. As with the gathering places listed above, what ultimately happens at these locations is to be decided by the community itself.

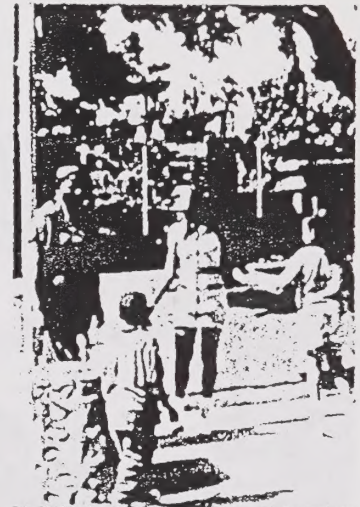
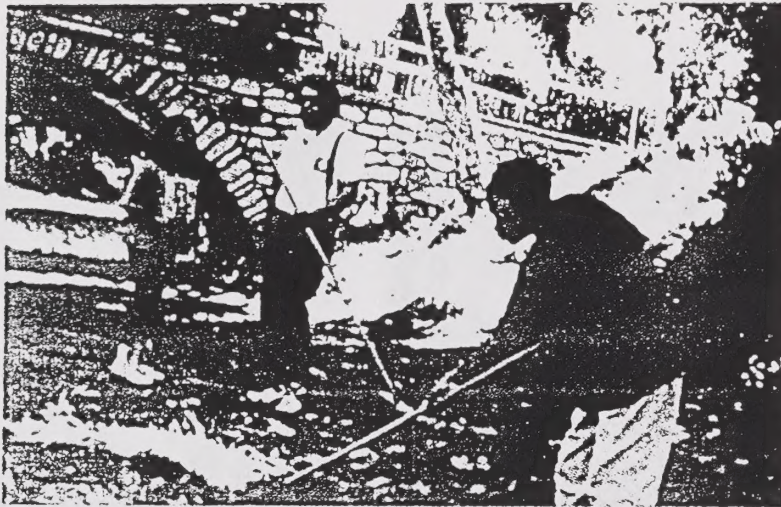
NEIGHBORHOOD PARKS



COMMUNITY DESIGN

Neighborhood Placemaking

Public and Private Realm



EXAMPLES: Washington Park (existing City Park)

OPPORTUNITIES:

Strongly support current presence of Park Specialist and activity programs and events such as:

- concerts in the park
- refreshment stand
- book stalls
- weekly growers market
- day care
- chess tables



EXAMPLES: Open space behind Payless Shoes on the east side of Lake above Villa

OPPORTUNITIES:

- park with picnic tables
- through-block pathway
- tot lot

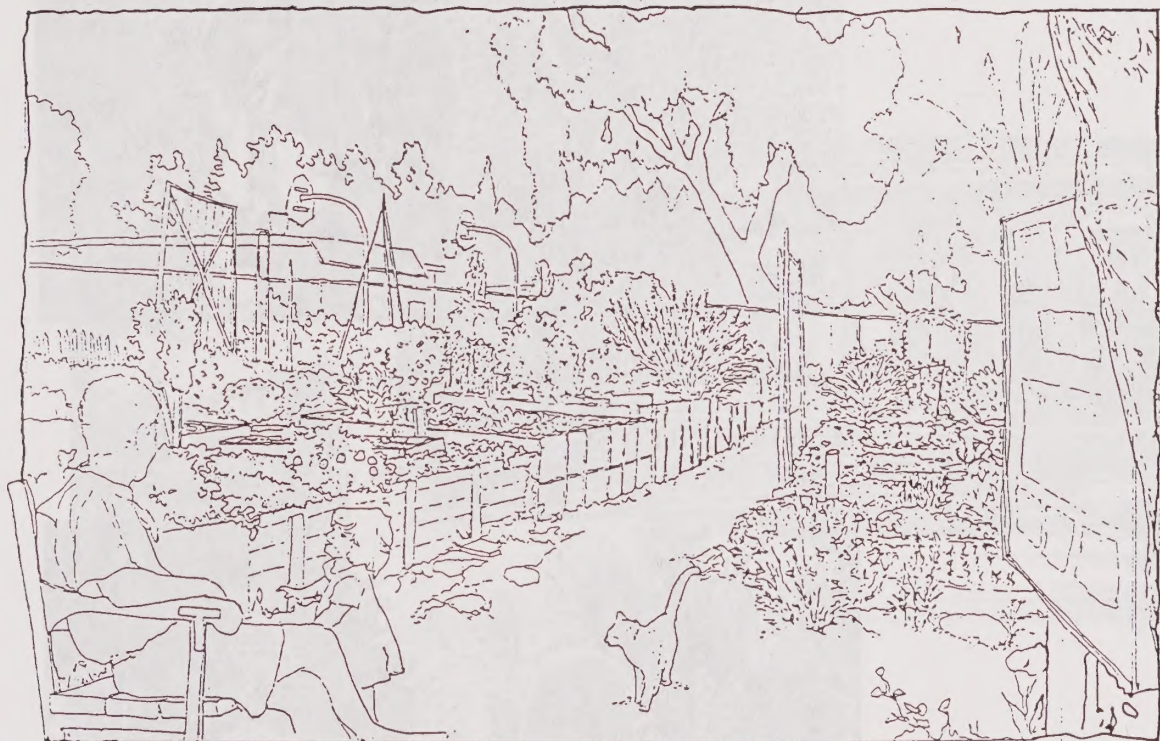
NEIGHBORHOOD PARKS



COMMUNITY DESIGN

Neighborhood Placemaking

Public and Private Realm



EXAMPLES: Vacant lot at Claremont and Mentor

OPPORTUNITIES:

- Community garden

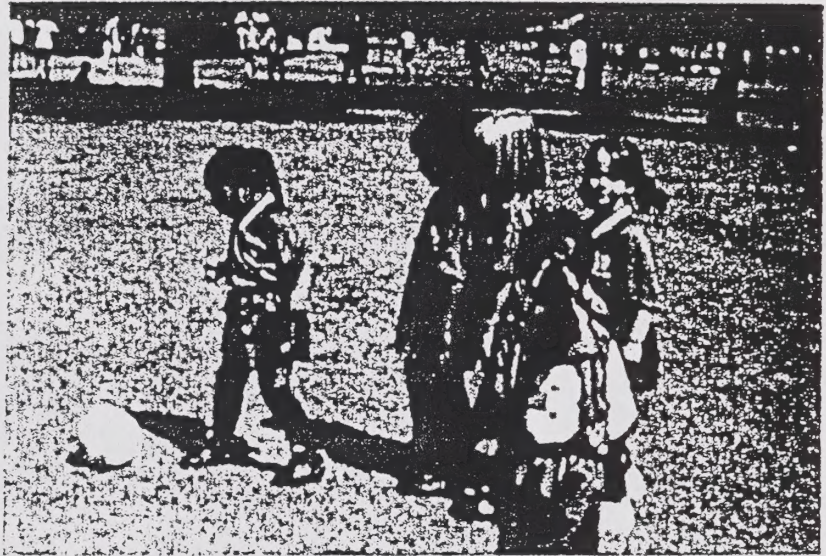
NEIGHBORHOOD PARKS



COMMUNITY DESIGN

Neighborhood Placemaking

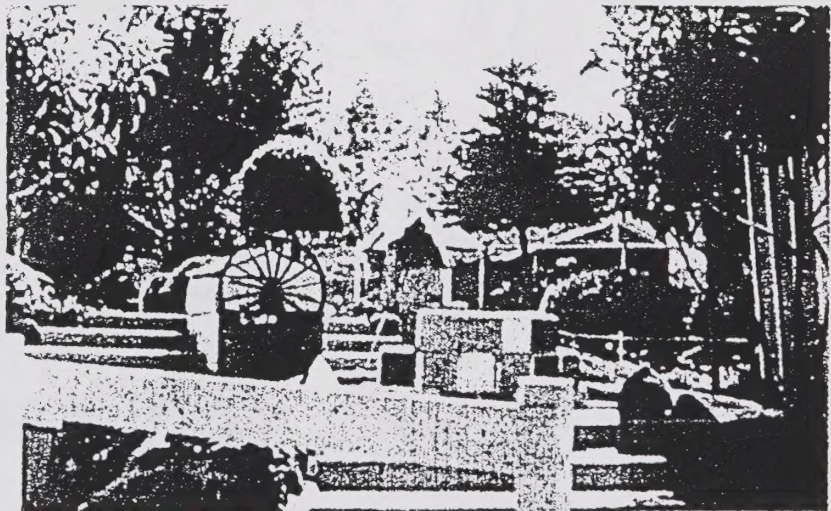
Public and Private Realm



EXAMPLES: East end of Sav-On parking lot

OPPORTUNITIES:

- open field for games and dogs
- tot lot and picnic tables



EXAMPLES: Vacant Lot at south-east corner of Lake and Rio Grande

OPPORTUNITIES:

- miniature golf course
- refreshment stand

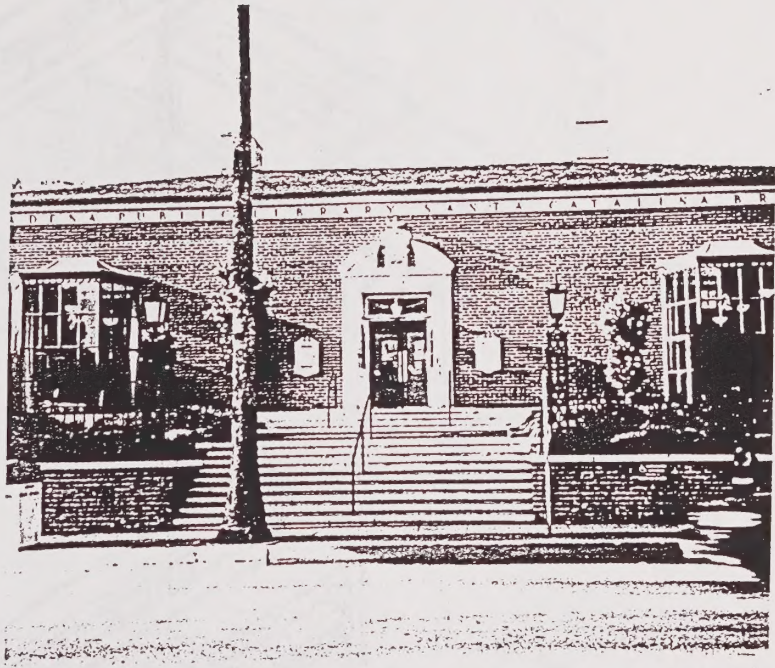
NEIGHBORHOOD PARKS



COMMUNITY DESIGN

Neighborhood Placemaking

Public and Private Realm



NEIGHBORHOOD ANCHORS

Support and enhance existing institutions which provide a prominent presence in the neighborhood.

Neighborhood Anchors include the Library, the Cinema 21 building, Post Office, Fire Station, schools and churches. These are prime locations for joint development of gathering places. Any of a host of uses can be combined with these institutions to make for vital, community-serving centers of activity.

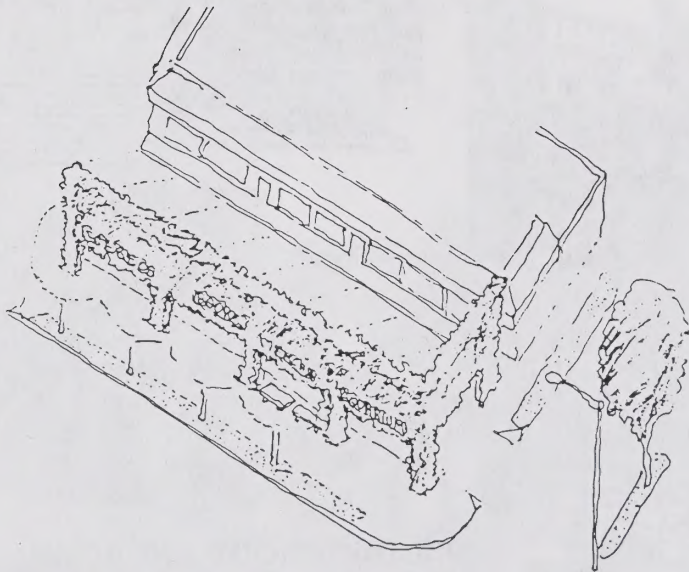
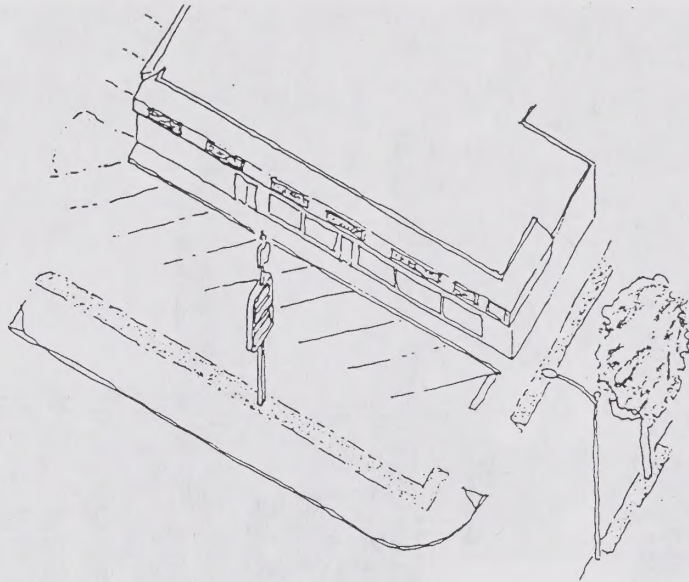
NEIGHBORHOOD ANCHORS



COMMUNITY DESIGN

Neighborhood Placemaking

Public and Private Realm



EDGE REPAIR

Develop edge repair projects at empty corners and parking lot edges.

Edge repair projects provide structures at empty corners and parking lot edges to repair the street wall, provide pedestrian amenities and bring shopfront vitality to the sidewalk.

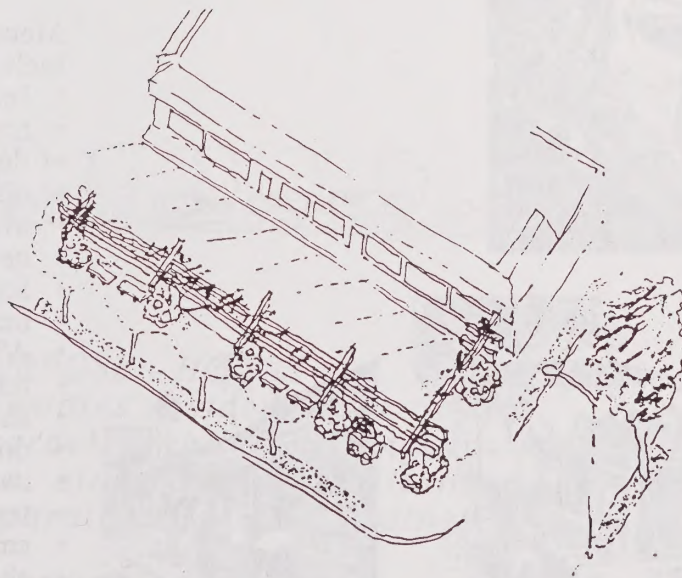
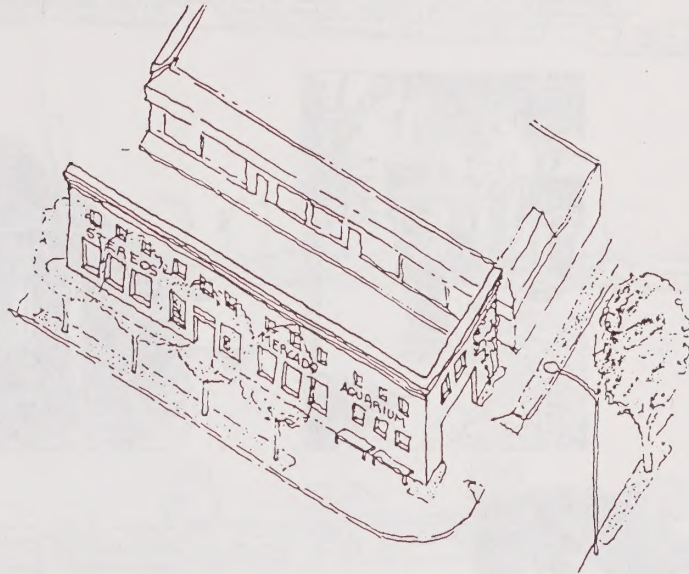
EDGE REPAIR



COMMUNITY DESIGN

Neighborhood Placemaking

Public and Private Realm



Edge repairs may have a variety of forms and styles but should provide places to sit and for goods and services to be brought to the street (see Design Guidelines.)

EDGE REPAIR



COMMUNITY DESIGN

Neighborhood Placemaking

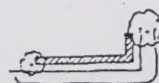
Public and Private Realm



Menu of possible items to include:

- Information kiosk
- transit maps and schedules
- flower stand
- display cases for goods available in stores nearby
- newsstand
- food and vendor carts
- benches
- ATM
- telephones
- shoe shine stand
- drinking fountain
- decorative fountain
- trash receptacles
- emergency police telephone
- changing station for infants
- shade
- lighting
- music

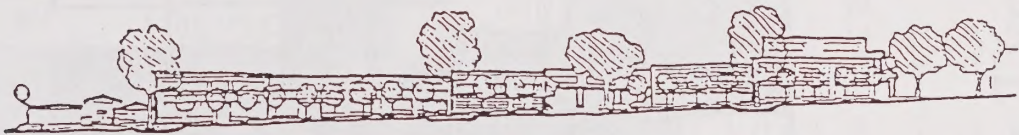
EDGE REPAIR



COMMUNITY DESIGN

Development Standards

Private Realm

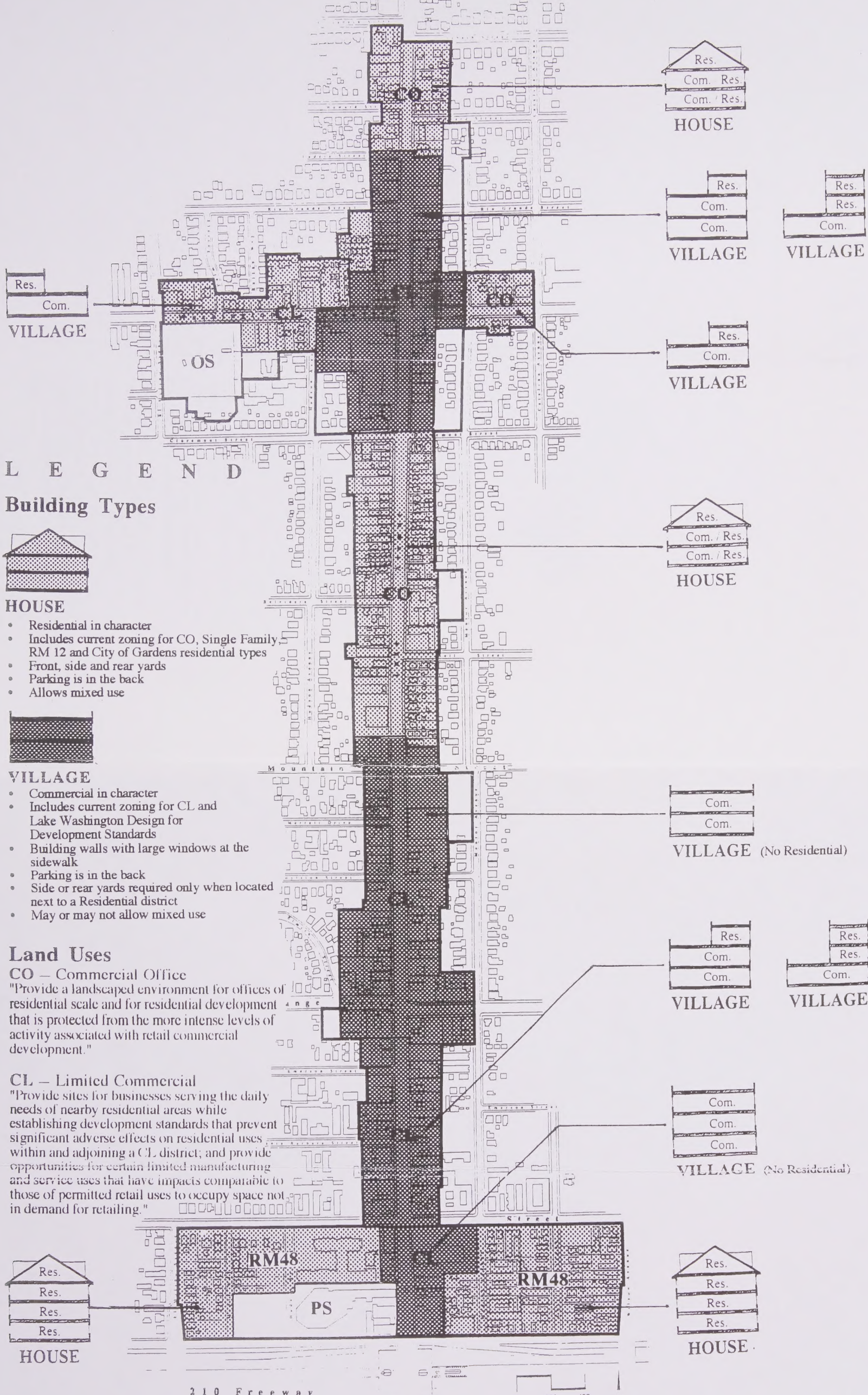


PURPOSE - HOUSE

Promotes residential scale and character while allowing for a mix of uses either within a building or in separate adjacent buildings.

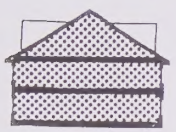
PURPOSE - VILLAGE

Commercial in character, encourages development to contribute to the pedestrian life of the street.



LEGEND

Building Types



HOUSE

- Residential in character
- Includes current zoning for CO, Single Family, RM 12 and City of Gardens residential types
- Front, side and rear yards
- Parking is in the back
- Allows mixed use



VILLAGE

- Commercial in character
- Includes current zoning for CL and Lake Washington Design for Development Standards
- Building walls with large windows at the sidewalk
- Parking is in the back
- Side or rear yards required only when located next to a Residential district
- May or may not allow mixed use

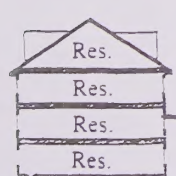
Land Uses

CO – Commercial Office

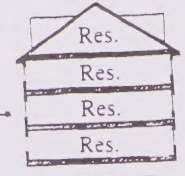
"Provide a landscaped environment for offices of residential scale and for residential development that is protected from the more intense levels of activity associated with retail commercial development."

CL – Limited Commercial

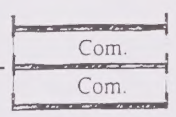
"Provide sites for businesses serving the daily needs of nearby residential areas while establishing development standards that prevent significant adverse effects on residential uses within and adjoining a CL district; and provide opportunities for certain limited manufacturing and service uses that have impacts comparable to those of permitted retail uses to occupy space not in demand for retailing."



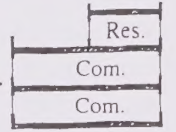
HOUSE



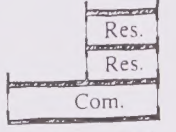
HOUSE



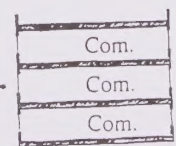
VILLAGE (No Residential)



VILLAGE

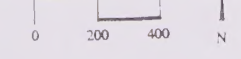


VILLAGE



VILLAGE (No Residential)

210 Freeway



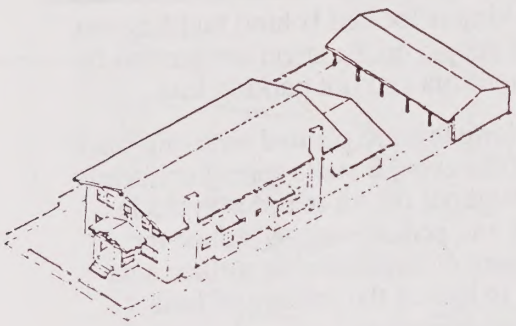
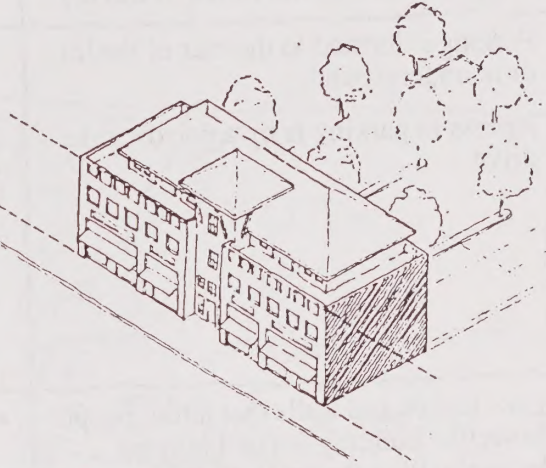
Building Type Map

PHOEBE WALL WILSON ASSOCIATES
WITH
RE: ARCHITECTURE

COMMUNITY DESIGN

Development Standards

Private Realm

HOUSE	VILLAGE
	
Purpose Promotes residential scale and character while allowing for a mix of uses either within a building or in separate adjacent buildings.	Purpose Commercial in character, encourages development to contribute to the pedestrian life of the street.
Essential Characteristics - Buildings are set back with landscaped front yards or courts. - The massing and roof forms of buildings sit comfortably next to a single family house. - Entrances are marked by elements such as awnings, porches, pergolas, gateways, lighting and landscaping to celebrate their importance. - Buildings often have covered porches which can provide places for people to sit, eat, relax and watch passers by on the street.	Essential Characteristics - Building walls with large windows come up to the sidewalk forming a strong edge to the street. - The residential portions of buildings are set back from the street or adjacent property lines to buffer residences from noise and allow light and air to reach living units. - Entrances are inviting, occur often and are preferably slightly recessed. - Portions of buildings that are set back from the property line provide pedestrian courts, entrances and amenities to enliven the street. They provide places to sit—either for eating or simply for resting and watching, thus encouraging people to pause and chat.

HOUSE AND VILLAGE- CHARACTER MATRIX

COMMUNITY DESIGN

Development Standards

Private Realm

Essential Characteristics (cont'd.)	Essential Characteristics (cont'd.)
• Parking is located to the rear of the lot or is underground. • Access to parking is by a narrow side drive.	• Parking is located behind buildings so that people on the street are greeted by shopfronts and not parking lots. • Parking lots are planted with one shade tree for every 6 stalls spread uniformly throughout the lot in order to shade cars and pedestrians, to reduce the amount of impermeable surface area and to reduce the amount of heat retaining asphalt.
• Low fences and walls that allow people to see the building beyond may be located within the front yard.	• Walls on property line between residential and nonresidential or mixed use shall be 8 feet high, providing a buffer that is not obtrusive to these adjacent uses. Vertical landscaping shall be required.
• Windows and trim are residential in type with smaller dimensions and divided lights.	• Windows and storefronts need to be large and transparent to display interesting things and activity inside of buildings.
• Materials are residential in character: finely detailed and of good quality and durability.	• Materials and details are very durable and of high quality; they tend to be larger in scale and character than residential buildings.
• Signs are small and unobtrusive.	• Signs are clear and visible to people on the sidewalk as well as those in vehicles.
• Front, side and rear yards required	• Side or rear yards required only when located next to Residential district.
• Height is two to three stories with habitable attic for residential use only.	• Height is one to three stories. Where permitted, residential is allowed to exceed story limit.

HOUSE AND VILLAGE- CHARACTER MATRIX

COMMUNITY DESIGN

Design Guidelines

Private Realm



PURPOSE:

These guidelines are a collection of observations of what works in an urban environment. They celebrate and encourage vital diversity within a coherent whole. Big shady trees along the avenue will create the continuity of place against which a wide variety of designs, shapes and colors can play.

COMMUNITY DESIGN

Design Guidelines

Private Realm



A Few "Rules"

The scale and comfort of the person on the sidewalk is primary, rather than the automobile. These guidelines are written for this person — shopper, stroller, bus rider, commuter, diner, business owner, sales person. Therefore:

- Park the cars in back.
- Put the entrances in the front.
- Let people see interesting things inside buildings.

A FEW RULES

COMMUNITY DESIGN

Design Guidelines

Private Realm



Buildings should be built to last

Quality of materials and details both in the construction and finishes of buildings will contribute to the long term health and prosperity of the area.

Historic buildings link us to our community's past

They should be cared for to maintain their integrity and character for the benefit of all of us now and for our children.

Signs are for indexing only

Signs should tell us what's there, the name of the shop, where the parking is, the street number, when a place is open. They should not be used for advertising either the cost or the supposed quality of the merchandise inside the store.

Strongly discouraged

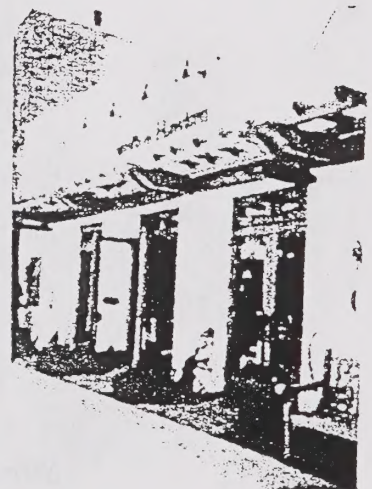
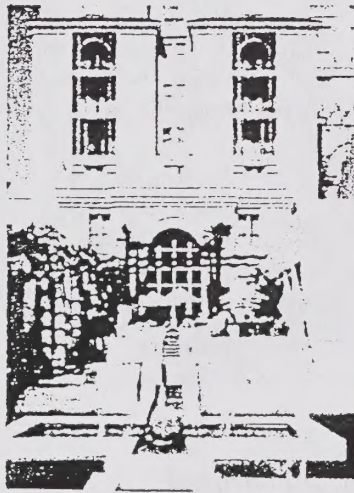
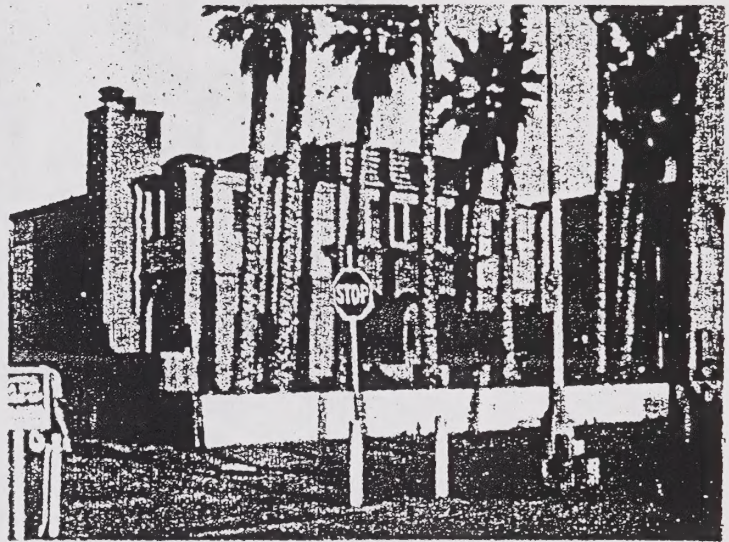
- Chain link fencing within 30 feet of the front property line
- Razor or barbed wire
- Exterior security grills over windows and doors
- "Mirror" or tinted glass
- Aluminum, vinyl or back-lit awnings
- Jalousie windows
- Heavy dash stucco
- Mill finish aluminum, 'nail-on' sash
- Parking lot lighting higher than 16 feet

DO'S AND DON'TS

COMMUNITY DESIGN

Design Guidelines

Private Realm



Use sturdy, long lived, quality materials appropriate to your building type

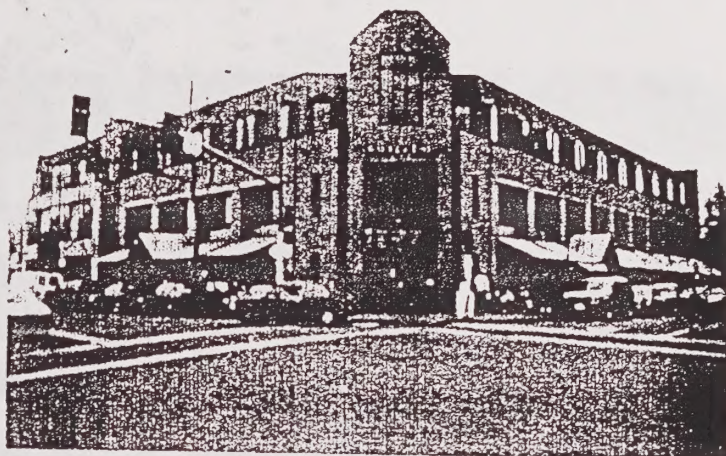
Quality materials show the care and respect the builder holds for the property and for the community. Building materials traditional to Pasadena should be considered first: stone, tile, smooth stucco and wood.

MATERIALS

COMMUNITY DESIGN

Design Guidelines

Private Realm



Make your building interesting

Building walls that have niches, bays, columns, cornices and trim show care and craftsmanship. They are more interesting to look at than flat, unarticulated walls.

Recessed entrances are more gracious and inviting than flat ones. Frame them with color and form.

Recessed windows create shadows, making buildings interesting. Flush, nail-on sash looks flat and flimsy and is usually poorer in quality.

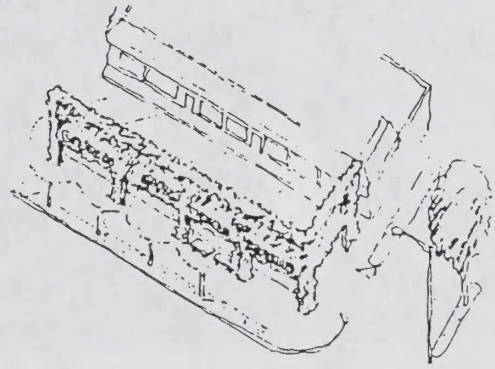
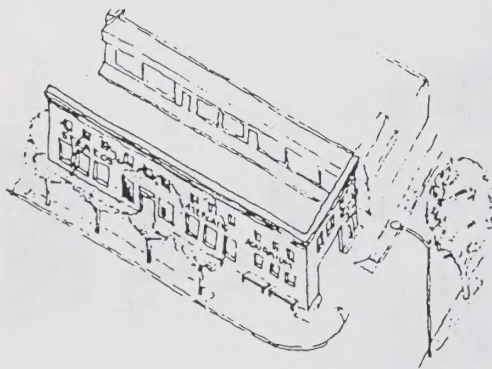
Where the building meets the sky is an opportunity for detail and distinction.

BUILDING FEATURES

COMMUNITY DESIGN

Design Guidelines

Private Realm



*Repair edges**

Flat asphalt parking lots bordering the sidewalk offer nothing to people passing by. Placing a structure at commercial corners and edges fronted by parking lots will repair the streetfront and bring activity and interest to the sidewalk.

Edge Repairs may have a variety of forms and styles but should provide places for goods and services to be brought to the street. They should also offer people places to sit.

(Use the ABC's and the XYZ's to design your Edge Repair).

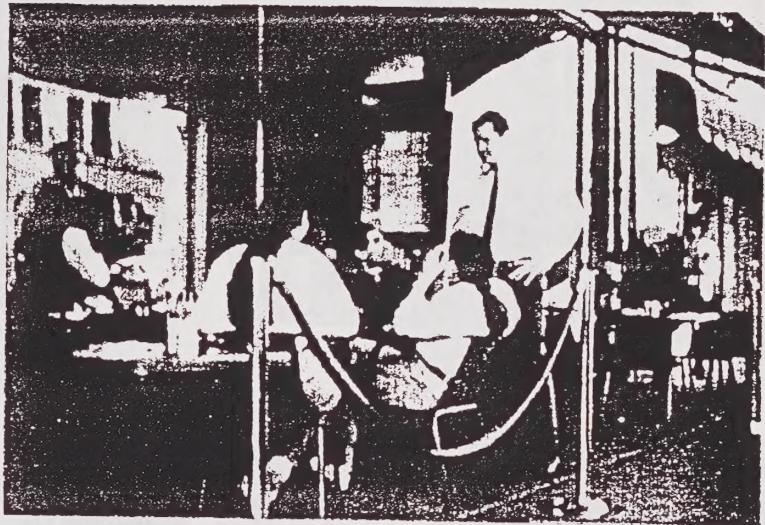
**Applies to Village Building Type only*

EDGES

COMMUNITY DESIGN

Design Guidelines

Private Realm



Provide sheltered places for people to sit and talk

People love to enjoy the outdoors—to see each other and be seen. Providing comfortable outdoor seating either on the sidewalk, or better yet in a court, will attract people to your business.

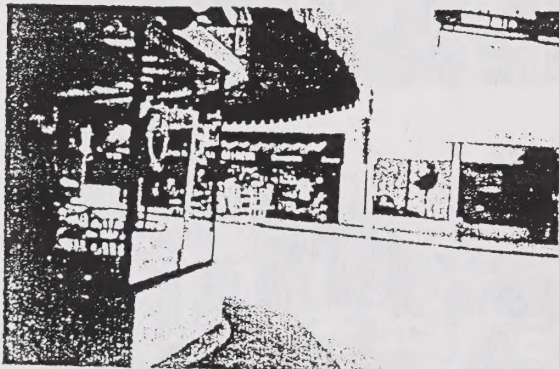
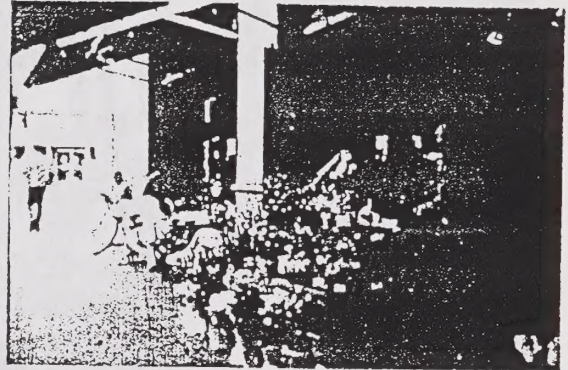
Provide places within your building for people to stand, sit and watch the street. Consider using porches, loggias, balconies and arcades.

SHELTERED SPACES

COMMUNITY DESIGN

Design Guidelines

Private Realm



*Open the streetfront**

People are attracted to businesses that they can see into. Open up your streetfront to the sidewalk with storefronts, windows and doors and make it interesting. Windows draw people inside first with their eyes and then with their pocketbooks.

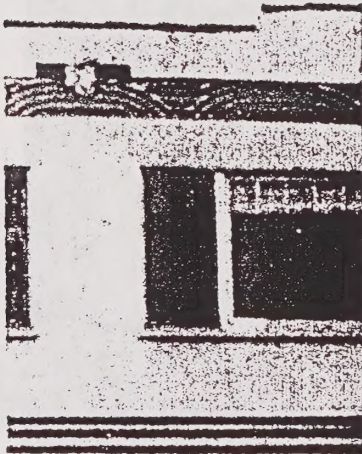
**Applies to Village Building Type only*

STOREFRONT

COMMUNITY DESIGN

Design Guidelines

Private Realm



Bring your building to life with color

Color speaks directly to people's emotions: bright and bold is lively, rich deep colors convey elegance, neutrals and pastels are tasteful, traditional.

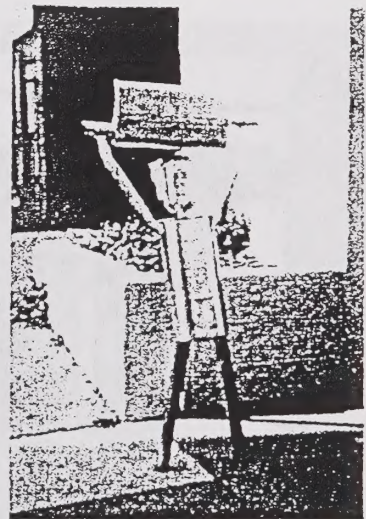
A boring box can be transformed using paint to create rhythm and proportion. (Use the facade organization "ABC's and the XYZ's" to organize your paint scheme.)

COLOR

COMMUNITY DESIGN

Design Guidelines

Private Realm



Make your sign unique and original

Give it a place of importance by centering it and leaving space around it. Enhance it with lighting.

When trees are young and in the way, put your sign low so it can be seen from the street. Locate the street address number on the building at between 5 to 7 feet above the sidewalk level.

SIGN

COMMUNITY DESIGN

Design Guidelines

Private Realm



Enhance your building with lighting

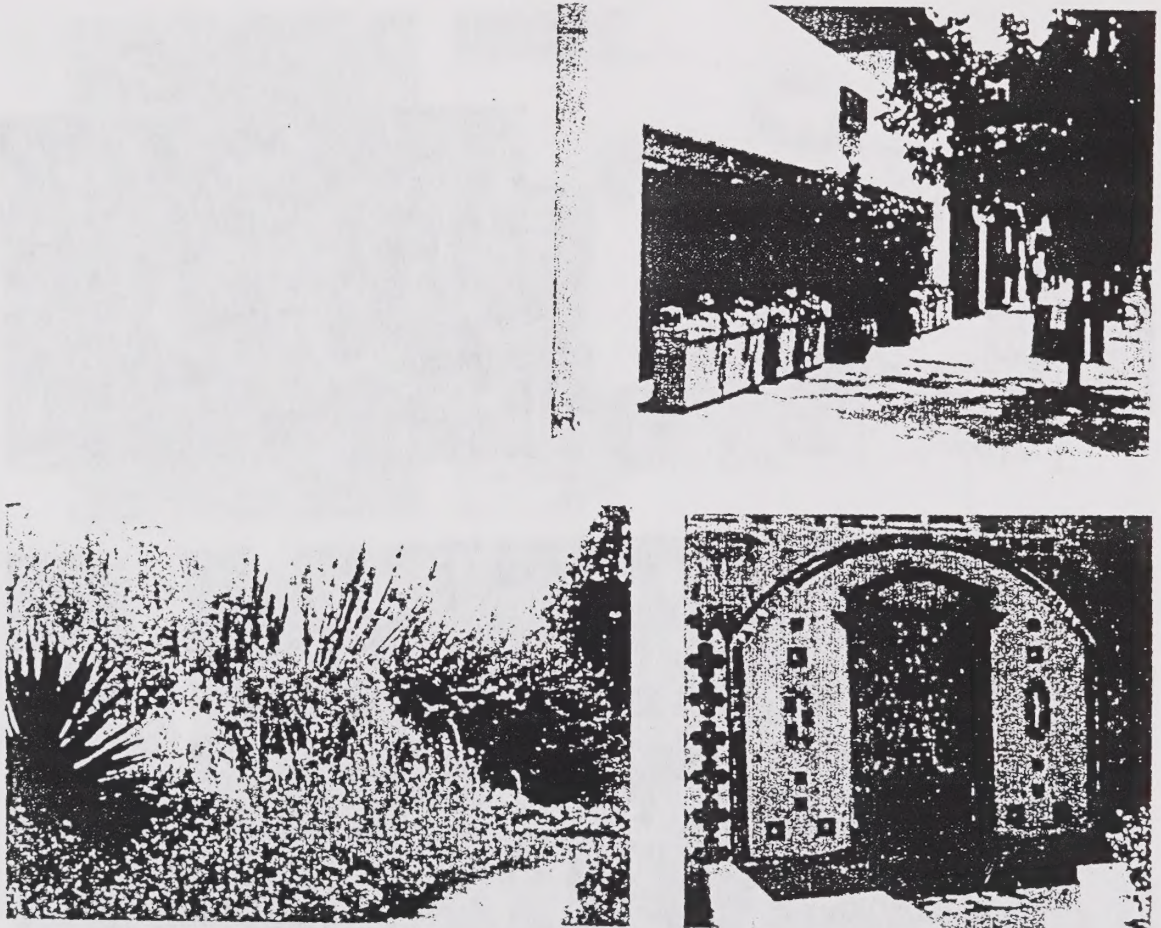
Use it to flatter your business and customers. Use store window display lighting to help light the sidewalk.

LIGHTING

COMMUNITY DESIGN

Design Guidelines

Private Realm



Refresh with water and landscape

People delight in plants and flowers that are thoughtfully chosen and cared for. The sight and sound of water transforms space.

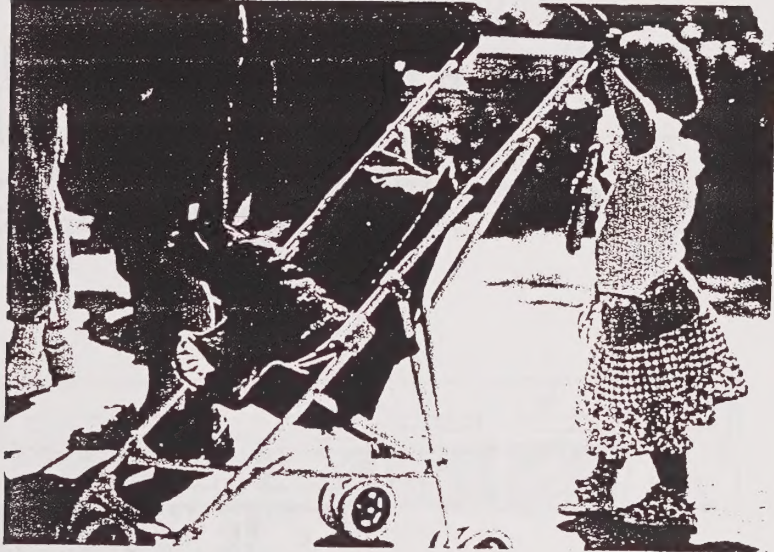
Soften blank walls with vertical planting. Define outdoor places with trellises, plants and trees. Pots, boxes, planting beds and trellises present opportunities—even the smallest gestures are worth the effort. Contact Pasadena Water and Power for a list of recommended drought tolerant species.

WATER AND LANDSCAPE

COMMUNITY DESIGN

Design Guidelines

Private Realm



Think about children

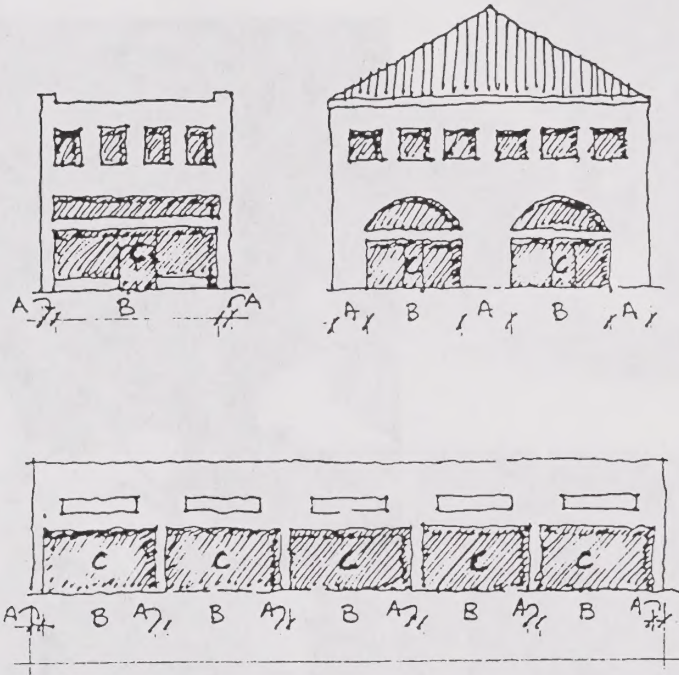
If your project will be used by children, give them things to do—something to draw on, books to look at. Consider providing child-sized seats, tables or a place to play.

CHILDREN

COMMUNITY DESIGN

Design Guidelines

Private Realm



*The "ABC'S" of Horizontal Proportions **

- "A" Minimum horizontal wall dimension at street front should be **no less than 1'-6"**
- "B" Maximum storefront or building bay should be **no greater than 25 feet (+/- 5 feet)**
- "C" Minimum percent in ground floor building wall at street front dedicated to openings should be **at least 50%**
- "D" Maximum unbroken building facade length should be **no greater than 100 feet**
- "E" Maximum distance between building entrances should be **no greater than 50 feet**

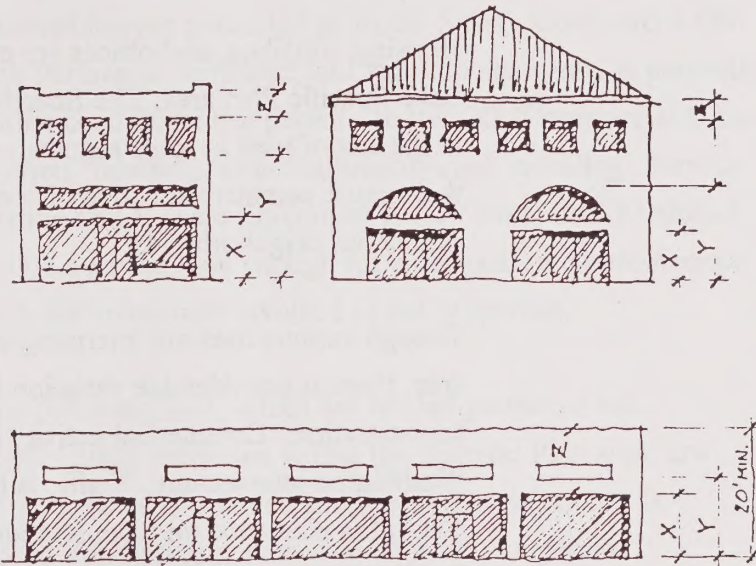
** Applies to Village Building Type only*

**FACADE ORGANIZATION -
HORIZONTAL**

COMMUNITY DESIGN

Design Guidelines

Private Realm



*The "XYZ'S" of Vertical Proportions **

- "X" Headers over windows and entrances are required at:
between 8 and 10 feet
- "Y" A horizontal articulation* is required at:
between 12 and 18 feet
- "Z" Wall section above windows to be:
2 feet minimum for single floor buildings and
3 feet minimum for multiple floor buildings

Articulation includes:

- header for ground floor transom window
- second floor window sill
- signage
- awnings
- change in mass
- surface detail (trim)
- change in color (acceptable for remodel only)

** Applies to Village Building Type only*

*FACADE ORGANIZATION -
VERTICAL*

LAND USE STRATEGIES

INTRODUCTION

Housing, retailing, and offices are mixed throughout the North Lake Specific Plan area. The Specific Plan encourages changes in the mix of uses in some segments of the plan area to assure that robust commercial activity is compatible with the residential neighborhoods.

Though various uses are intermingled now in the Specific Plan area, there is considerable variation in their intensity and concentration. Commercial activity is greatest near the Lake/Washington intersection. Traffic is heaviest at the southern end of the plan area, on Lake Avenue between Orange Grove Boulevard and the Foothill Freeway, where businesses are accessible to larger areas of the city. At meal times, the drive-through take-out restaurants between Orange Grove Boulevard and Mountain Street generate a rush of trips. Less intensive mixes characterize other North Lake area locations, which are readily accessible to nearby neighborhoods by short trips taking a bicycle, automobile, or bus, or even by walking.

CHANGES TO REDUCE THE IMPACT OF AUTOMOBILES

The traffic attracted by the drive-through take-out restaurants and the large share of properties occupied by businesses that maintain automobiles make the Specific Plan area uncomfortable for pedestrians. In May 1995, the City adopted a moratorium on uses oriented to maintaining automobiles and other motorized vehicles (all Vehicle/Equipment Sales, Leasing and Services uses and Retail Sales of automobile parts). It was in effect until the final Specific Plan was adopted. The Specific Plan permits three uses excluded from the area by the

LAND USE STRATEGIES

temporary moratorium: Retail establishments that sell parts for automobiles are permitted as Retail Sales; Commercial Off-Site Parking is permitted; and Automobile Rental is permitted with a conditional use permit. In the CO (Commercial Office) districts, however, non-conforming uses, including Service Station and Vehicle Equipment Repair uses, shall be abated within a period long enough for amortization commensurate with the investment involved in the properties.

The following uses, which are neither permitted nor conditionally permitted within the Specific Plan area, are considered auto-oriented and may not be expanded as nonconforming uses with a conditional use permit:

- Ambulance Services
- Banks and Savings & Loans with Drive-Up Service
- Mini-Malls
- Automobile Washing
- Commercial Off-Street Parking (in CO)
- Service Stations
- Vehicle/Equipment Repair
- Vehicle/Equipment Sales, Lease and Rentals
- Vehicle Storage

For the purpose of this restriction within the Specific Plan area, expansion is understood to mean an increase in the paved parking area serving the use or an intensification of the use, including an increase of floor-area to serve more patrons. Business expansion is encouraged within the Specific Plan area, except expansion of auto-oriented uses rendered non-conforming by the adoption of this plan.

Certain other uses (such as automobile rentals, commercial off-street parking, retail sales and food sales) are sometimes

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LAND USE STRATEGIES

IMPACTION IN THE NORTHWEST COMMUNITY PLAN AREA

General Plan Land Use Policy 14.5 (Impaction) precludes certain uses from the Northwest Community Plan area. The uses are: Group Residential/Residential Hotel; Single Room Occupancy Residential; Adult Day Care, General; Convalescent Facilities; Detention Facilities; Hospitals; Maintenance and Service Facilities; and Residential Care, General. The Northwest Community Plan area includes a portion of the Specific Plan area bounded on the east by Mentor Avenue between Maple Street and Rio Grande Street and by Lake Avenue from Rio Grande Street to the City boundary north of the Specific Plan area.

ZONING DISTRICT BOUNDARIES

The existing zoning districts provide the foundation for the mixes of uses permitted under the Specific Plan. The Specific Plan, however, changes the designations of some areas and modifies the lists of permitted and conditionally permitted uses with a Specific Plan overlay.

*(See Existing and Proposed Zoning Designations
on pages E-6 and E-7)*

The CL (Limited Commercial) district is extended south to Maple Street, because the designation permits all uses appropriate for the area but excludes certain uses which impare the relationship between the Specific Plan area and neighboring residential areas. Vehicle/Equipment Repair, among others, is permitted by the previous CG (General Commercial) designation but not by the CL (Limited Commercial).

LAND USE STRATEGIES

The portion of the plan area between Ladera Street and Elizabeth Street, formerly designated as CL SD (Limited Commercial, Sign District), is designated CO (Commercial Office). The portion of Washington Boulevard east of Mentor Avenue formerly designated CL (Limited Commercial) is also designated CO (Commercial Office).

The area along Villa Street between Mentor Avenue and Wilson Avenue formerly designated RM-32 will be designated RM-48 HL-36.

The PS (Public Space) district within the area bounded by Maple Street and Villa Street, Lake Avenue and Maple Way shall be extended by the Specific Plan to include all contiguous parcels, within that area, for which fee title is held by Lake Avenue Congregational Church at the time the Final Specific Plan is adopted. Contiguous parcels acquired by Lake Avenue Congregational Church after adoption of the Specific Plan should be incorporated into the PS (Public Space) district by separate action(s).

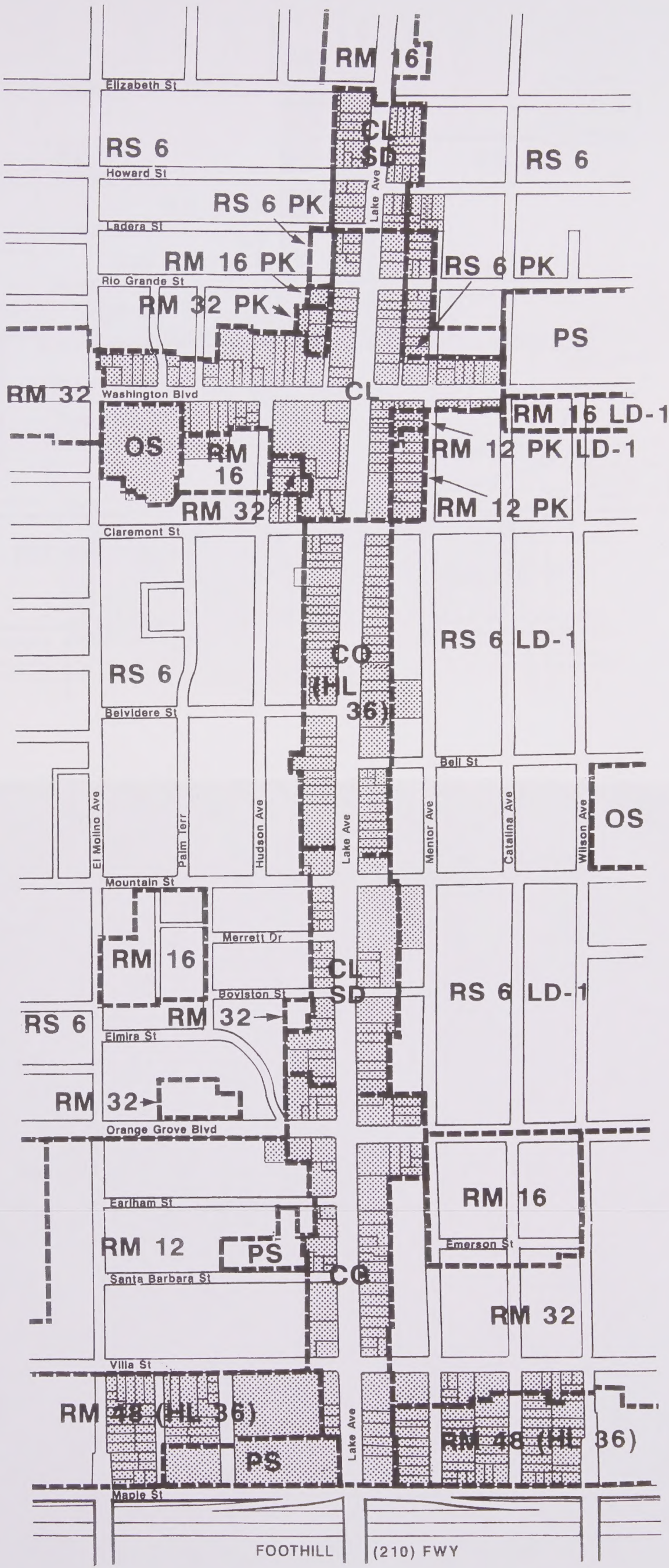
Residential Uses will not be permitted on Lake Avenue between Maple Street and Villa Street and from immediately south of Orange Grove Boulevard to immediately north of Mountain Street within the district to be redesignated CL SD (Limited Commercial, Sign District).

NORTH LAKE SPECIFIC PLAN

EXISTING ZONING

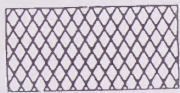
- RS 6
(Single-family Residential, 6 units per acre)
- RM 12
(Multi-family Residential, 2 units per lot)
- RM 16
(Multi-family Residential, 16 units per acre)
- RM 32
(Multi-family Residential, 32 units per acre)
- RM 48
(Multi-family Residential, 48 units per acre)
- CO
Office Commercial
- CL
Limited Commercial
- CG
General Commercial
- PS
Public and Semi-Public
- OS
Open Space
- SD
Sign District
- PK
Parking Overlay
- LD-1
Landmark District (Bungalow Heaven)
- HL 36
Height Limit - 36 ft.

Study Area

NORTH LAKE SPECIFIC PLAN

PROPOSED ZONING



Areas proposed
for rezoning
to CL
(Limited Commercial)



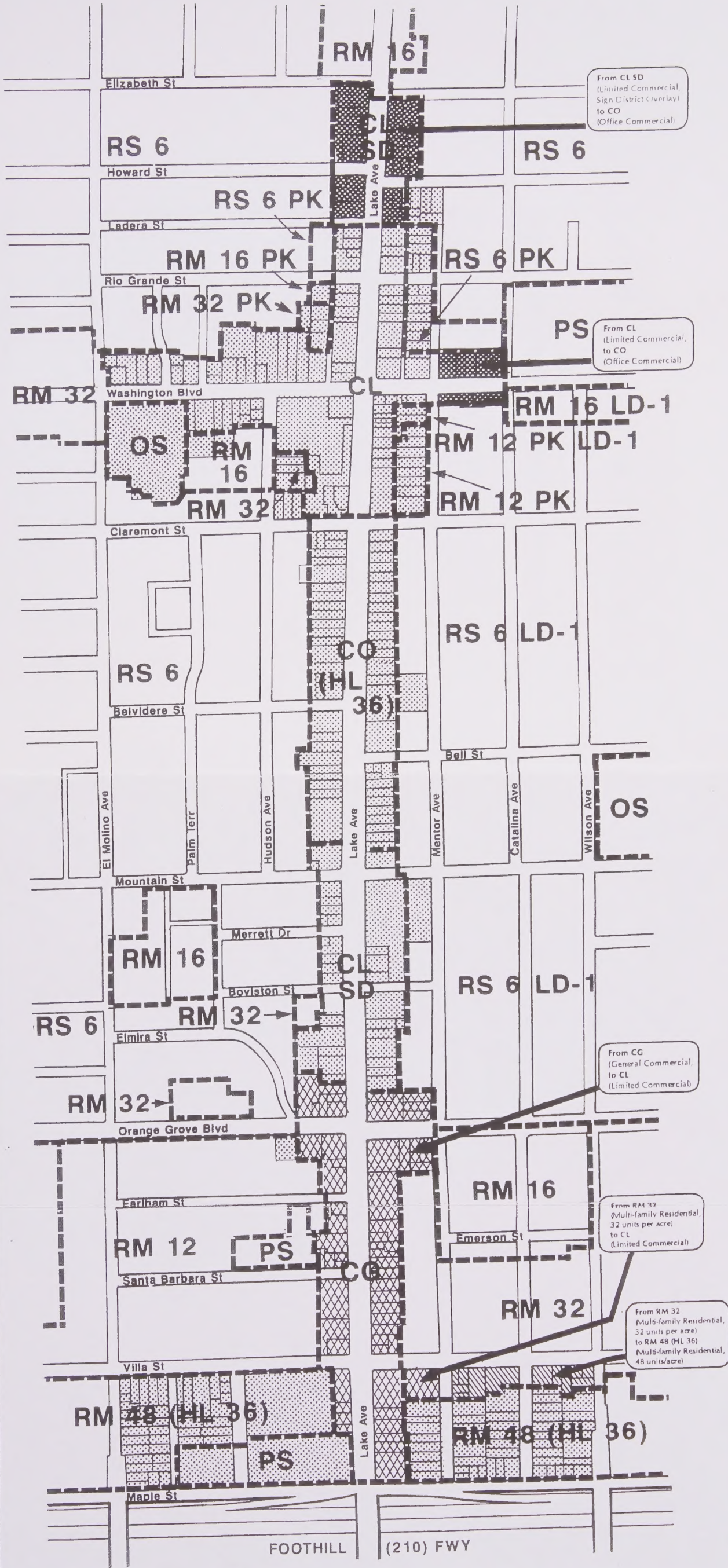
Areas proposed
for rezoning
to CO
(Office Commercial)



Areas proposed
for rezoning
to RM 48
Multi-family
Residential,
48 unit/acre)



Areas to remain
unchanged



LAND USE STRATEGIES

PERMITTED AND CONDITIONALLY PERMITTED USES

The CO and CL districts within the Specific Plan area are modified to include only the following uses, defined in Chapter 17.16 of the Pasadena Municipal Code. (**P** indicates the use is permitted; **C** indicates the use is permitted only with a conditional use permit.) They are subject to the provisions of General Plan Land Use Policy 14.5, which addresses the impact of institutional uses in the Northwest Community Plan area, and of the Alcohol Density Overlay district.

<u>USE CLASSIFICATION</u>	<u>CO</u>	<u>CL</u>
Residential		
Adult Day Care, Limited	P	P
Caretaker's Quarters	P	P
Family Day Care Homes, Small	P	P
Family Day Care Homes, Large	P	P
Group Residential		P
Residential Care, Limited	P	P
Multifamily Residential	P	P
Single-Family Residential	P	P
Public and Semi-Public		
Adult Day Care, General	C	C
Charitable Institutions	C	C
Clubs and Lodges	C	P
Colleges and Universities	C	C
Cultural Institutions	P	P
Child Day Care Center	P	P
Governmental Offices	P	P
Park and Recreation Facilities	C	C
Public Safety Facilities	C	C
Religious Assembly	C	P
Residential Care, General	C	C
Residential Care, Senior	C	C
Schools, Public or Private		C

LAND USE STRATEGIES

<u>USE CLASSIFICATION</u>	<u>CO</u>	<u>CL</u>
Utilities, Major	C	C
Utilities, Minor	P	P
Commercial		
Animal Sales and Services		
Animal Grooming		P
Animal Retail Sales		P
Banks and Savings & Loans		P
With Walk-Up Service		P
Bars or Taverns		C
With Live Entertainment		C
Catering Services		P
Commercial Filming	C	C
Commercial Printing		C
Commercial Printing, Limited	C	P
Commercial Recreation and Entertainment		C
Communications Facilities:		
Small-Scale		P
Eating Establishments:	P	P
With Beer and Wine Service		C
With Full Alcohol Service		C
With Live Entertainment		P
With Outdoor Dining		P
With Take-Out Service, Limited		P
Food Sales:	P	P
With Beer and Wine Sales	C	C
With Full Alcohol Sales	C	C
Laboratories	C	P
Maintenance and Repair Services		P
Mortuary		P
Nurseries		C
Offices:		
Business and Professional	P	P
Medical	P	P
Personal Improvement Services		P
Personal Services		P
Professional Business and Trade Schools		P

LAND USE STRATEGIES

<u>USE CLASSIFICATION</u>	<u>CO</u>	<u>CL</u>
Recycling Centers		
Small Collection Facilities	P	P
Retail Sales	C	P
Secondhand Clothing Sales		P
Vehicle/Equipment Sales, Leasing, and Services:		
Automobile Rentals		C
Commercial Off-Street Parking		P
Visitor Accommodations:		
Bed and Breakfast Inns	C	P
Industrial		
Industry, Restricted		
Small Scale		P
Accessory		
Accessory Uses and Structures	P/C	P/C
Temporary		
Christmas Tree Sales		C
Circuses and Carnivals		C
Commercial Filming, Limited	P	P
Live Entertainment		C
Religious Assembly		C
Retail Sales, Outdoor		C
Street Fairs	P	P
Tents	C	C
Nonconforming Uses, Structures, and Signs	See Chapter 17.76 Pasadena Municipal Code.	

Additional Land Use Regulations will further regulate some of the permitted and conditionally permitted uses.

ECONOMIC OPPORTUNITIES

INTRODUCTION

Economic opportunities in the Specific Plan area depend on the shopping needs and available income of the people who live near North Lake Avenue. A Market Analysis was prepared to evaluate the types of businesses that might be successful in the Specific Plan area. It also considered the demand for additional housing by the year 2010. This analysis provides a practical view of how the area might grow.

The Draft North Lake Specific Plan is a tool to enhance area businesses and their relationship to nearby residential neighborhoods. The Market Analysis identifies opportunities for commercial expansion. As the residential neighborhoods surrounding the Specific Plan area continue to change, businesses in the area will need to respond to the new opportunities.

RETAIL AND OFFICE DEMAND

The Market Analysis indicates that there is enough total household income in the surrounding residential areas to support successful businesses in the Specific Plan area. Sales should increase when area businesses capture a greater share of the total purchases local residents are making. Although demand for significant additional retail floor area in the plan area is limited to three types of sales, several types of business are necessary to meet the shopping needs of area residents.

The demand for retail businesses in the Specific Plan area draws from three trade areas: a pedestrian area within one-quarter mile from Lake Avenue, a neighborhood area within one and one-half miles from the Lake-Washington intersection,

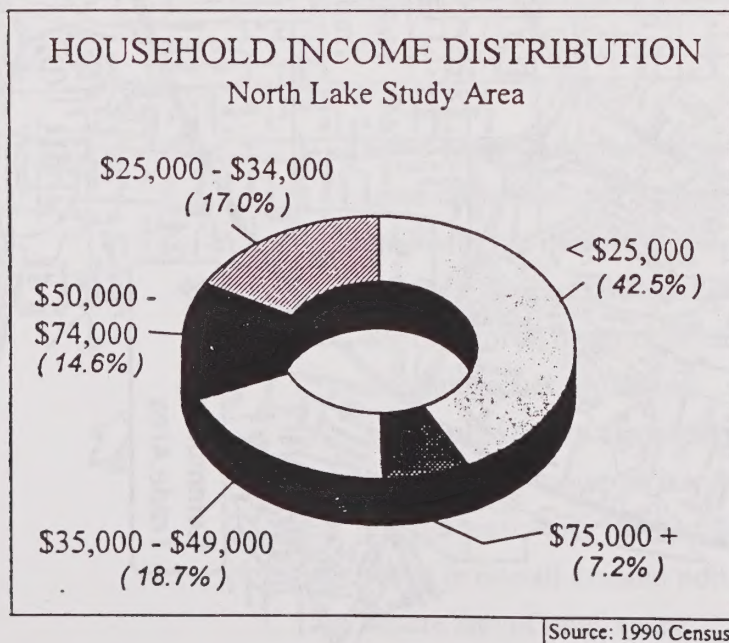
ECONOMIC OPPORTUNITIES

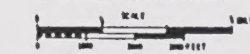
and a community area within three miles from the Lake-Washington intersection. The neighborhood-serving trade area of seven square miles includes 77,970 residents and is the focus of the analysis. Both those within a one-quarter-mile walking distance, about 14,500 persons, and people from throughout the city and part of Altadena, a total of almost 170,000 persons, will heighten demand for some of the businesses. The spending potential of the pedestrian trade area should account for about forty-five percent of the total patronage. Population in the neighborhood-serving trade area is expected to grow by five percent by the year 2000.

(See radius map of trade areas on following page)

The residential density of the neighborhood-serving area is relatively high and provides a base for North Lake business vitality, although the per capita income of the area (\$13,802 per year) has been significantly lower than the citywide average (\$21,883) and the countywide average (\$18,925), according to

the 1990 Census. The comparatively high density of the area compensates for the low per capita incomes; the total number of potential buyers is high. In addition, though the per capita average is somewhat low, the mix of incomes includes many (twenty-two percent) that are in the top third in the county. Retailers have opportunities both with the large number of neighboring residents who



CITY OF PASADENA
PASADENA

RECEIVED THE COMPANY'S CONTRIBUTION TO THE

Pedestrian-Serving Trade Area

Neighborhood-Serving Trade Area

Community-Serving Trade Area

Retail Trade Areas

ECONOMIC OPPORTUNITIES

have incomes below the county average and also with a significant number who are well above the average.

There is unmet demand near North Lake Avenue for three types of retail businesses: general merchandise, building materials and home improvement, and specialty stores.

Specialty stores sell such goods as flowers, cameras, athletic equipment, and travel arrangements. Demand for these three types of retail business would support an additional 50,745 square feet of floor area. In evaluating the demand, current trends in retail merchandising were considered to determine whether the Lake Avenue area provides suitable locations, because large sites are not available in the plan area. Retailers providing general merchandise and those selling building materials and home improvement items in the plan area must compete with retailers outside the area with larger stores on more expansive sites. The trade area will support additional retail businesses of the two types if residents patronize them. Specialty retail shops, which would also serve a significant unmet demand, will fit very easily into the available sites on North Lake Avenue.

Other types of retail show little or no unmet demand, though some businesses will compete much more successfully than others for the demand that exists. This sample of retail uses includes: supermarkets, other food stores, auto parts/supplies, apparel stores, drugstores, eating and drinking, and home furnishings and appliances. Population growth by the year 2000 could create demand for an additional 26,500 square feet of total retail space, an increase of about seven percent over the present total. By the year 2015, population growth could result in overall demand potential for an additional 100,000 square feet of retail space.

ECONOMIC OPPORTUNITIES

Existing retail businesses and new ones that replace them will succeed by capturing a greater percentage of the money spent by residents from the area surrounding North Lake Avenue. Businesses that are attractive to area residents and aggressively marketed to them should get a large share of area spending.

The demand for local services such as real estate, insurance, medical care, and finance can be expected to increase as the population increases and the economy improves. The additional demand, however, will probably not be great enough to support development of major new office space in the foreseeable future.

RESIDENTIAL DEMAND

The Specific Plan area is near the geographic center of the city. Additional housing and population within the Specific Plan area would support the businesses in both the area and the city by increasing the demand for the goods they sell. Both existing residential development and forecasts for the area suggest, however, that the demand for additional housing will be moderate.

The Land Use Element of the General Plan allows a total of 500 additional dwelling units, plus any affordable housing units, in the Specific Plan area when it is built out. (Affordable housing units are not counted against the 500-unit limit.) Of those 500 units, approximately 275 units would be built by the year 2010, according to the General Plan citywide forecast.

Using forecasts provided by the Southern California Association of Governments, the Market Analysis concludes that there will be a demand for 200 additional units by 2010.

ECONOMIC OPPORTUNITIES

Based on the demographics of the Study Area, the demand will be greatest for units with three or four bedrooms designed for families. The forecast does not anticipate a significant shift in the type of housing demanded in the area.

The forecasts agree that approximately half, or less, of the maximum additional housing permitted in the Specific Plan area might be expected during the next fifteen years.

Development could be accelerated by the planned Blue Line Light Rail station at Lake Avenue, now scheduled to open in 2002, or by unforeseen demand. The residential densities permitted in the Specific Plan accommodate the 500 net additional units permitted at buildout in the General Plan.

CONCLUSION

Both retail businesses and housing have opportunities to expand in the North Lake Specific Plan area. The emphasis, however, should be on stronger ties between the existing residential areas and the North Lake businesses, to enlarge the share North Lake businesses have of area spending, rather than on significant additional construction. Although the per capita incomes in the area tend to be lower than those typical of the city as a whole, total income is adequate to support businesses that serve the needs of area residents. Some businesses will continue to draw primarily from a citywide trade area, but most will be successful by becoming more attractive to residents who live nearby.

M O B I L I T Y

INTRODUCTION

The Mobility Element of the North Lake Specific Plan addresses existing and future opportunities and constraints to traffic and pedestrian circulation in the Specific Plan.

This element contains the following sections: Existing/Future Mobility Conditions; Parking; Key Intersections; Transit Service; Blue Line Station; Neighborhood Protection; Pedestrian/Signalization Issues; Medians/Landscaping; and, Alternative Modes of Transportation.

The element contains ideas discussed in the Working Group meetings and community meetings and reflects the consensus formed during the development of the Specific Plan. The recommendations contained within this element work in conjunction with the Design Guidelines and Development Standards elements proposed in the Specific Plan.

From a mobility perspective, the General Plan envisions North Lake to be a pedestrian-friendly environment, with streetscapes and landscaping and less auto-oriented uses. The amount of development permitted and anticipated in the Specific Plan will not increase the amount of traffic significantly in the future. Therefore, from a mobility perspective, implementation efforts should focus on containing existing levels of traffic and ensuring that existing and future traffic does not harm neighborhoods bordering the Specific Plan.

Traffic safety laws need to continue to be enforced along North Lake Avenue. In addition, types of curb cuts and access to businesses which are difficult to negotiate need to be changed.

M O B I L I T Y

EXISTING/FUTURE CONDITIONS

Lake Avenue is designated as a Principal Mobility corridor in the City's General Plan Mobility Element. These corridors are designed to carry the bulk of traffic in the City and strategies have been developed to focus traffic onto these corridors. Currently, between 27,000 and 40,000 vehicles per day (vpd) use North Lake Avenue on a daily basis. Total traffic counts north of Washington Boulevard reach 26,900 vehicles daily, while south of Orange Grove Boulevard the totals are 38,800 vehicles daily. A four lane divided street is typically designed for 20 - 36,000 average daily traffic count.

Future projections of traffic counts on Lake Avenue from the General Plan indicate that two sections will experience congestion over the next fifteen years: northbound between the I-210 freeway and Villa Street and the Lake/Washington intersection. This intersection will decrease in level of service (LOS) from C to E. (LOS ranks traffic conditions on a scale from A to F with A being the least congested). Half of this increase in traffic is due to new development proposed in the Specific Plan while the other half is from background traffic from surrounding areas. Overall, the traffic increase is not significant for north/south traffic along the entire length of North Lake Avenue. Along Washington Boulevard, traffic will increase due to increased east/west traffic on the I - 210 Freeway. However, Washington Boulevard is to be "de-emphasized" as part of the General Plan. Further study of traffic conditions will be conducted as part of the Environmental Impact Report (EIR). Recommendations will be contained within the EIR to mitigate the traffic impacts both from existing and future levels of traffic.

M O B I L I T Y

PARKING

Parking in the Specific Plan area consists of 267 on-street curb spaces and 1,581 private off-street parking spaces. There are 110 off-street parking spaces within the boundaries of the Specific Plan located behind the businesses at the south-east corner of Washington Boulevard and Lake Avenue. In a survey conducted of parking patterns in the Specific Plan area it was found that 59% of off-street spaces were occupied and 46% of curb spaces were occupied at the peak time of weekday afternoon traffic. This indicates that, overall, there is no shortage of parking in the area. However, these occupancy rates vary along the corridor to such an extent that there are specific locations where the elimination of on-street parking in order to increase parkway landscaping could prove detrimental to local businesses.

There was concern regarding the overflow of parking into neighborhoods during events at the Lake/Washington area, particularly any events proposed for the Washington Theatre. As part of redevelopment efforts for this building, parking spaces will be provided on a lot to be purchased by the City immediately north of the site. This will assist in offsetting parking problems associated with this area.

KEY INTERSECTIONS

The Specific Plan area includes the following key intersections with Lake Avenue which are affected by traffic generated in and close to it: Maple/I - 210 Freeway; Villa Street; Orange Grove Boulevard; Mountain Street; and Washington Boulevard.

These key intersections accommodate both north/south and east/west traffic loads. As the Specific Plan is developed and the tree

M O B I L I T Y

lanes/tree peninsulas are designed, each intersection should be carefully evaluated to determine how to provide U-turn flexibility and right-lane capacity where needed. However, as noted in the Existing/Future Conditions, it is expected that east/west traffic crossing Lake Avenue, particularly at Washington Boulevard, will increase because of the potential for future traffic congestion on the I-210 freeway.

TRANSIT SERVICE

Public transportation to Lake Avenue is provided by buses from the Metropolitan Transit Agency (MTA) and includes sections of routes 180 and 485 and an express bus, 549, which terminates at Villa Street. In addition, east/west service is provided to the south of the Specific Plan area on the I - 210 Freeway and along Colorado Boulevard, immediately outside the study area, by the MTA and a City downtown shuttle service.

BLUE LINE STATION

The MTA proposes to construct a light rail station at Lake Avenue in the median of the I-210 Freeway as part of the Blue Line. This station is one of the 14-stations along the 13.5 mile route connecting Sierra Madre Villa in east Pasadena with Union Station in downtown Los Angeles. The Lake Avenue station is expected to accommodate a total of 795 passengers in the 7:00 - 9:00 a.m. morning rush-hour time period. Access to the station will be by elevators, stairways and a future escalator which will be constructed from the station platform up to the Lake Avenue bridge over the I-210 Freeway. The MTA proposes to have the Blue Line in operation by the year 2,002. In the year 2,010, a total daily passenger projection of 59,000 is forecast for the entire Blue Line north of downtown Los Angeles.

M O B I L I T Y

The MTA predicts that passengers boarding the Blue Line at Lake Avenue will arrive by foot and will not require automobile parking at the station or in the surrounding area. The MTA proposes to provide parking at the Sierra Madre Villa station to the east (over 1,100 spaces) and at the Del Mar station to the west (600 spaces, which may be expanded to 900 spaces). However, there has been discussion by members of the North Lake Working Group concerning how realistic the assumption by the MTA was of parking needs at the Lake Avenue station. To that end, Lake Avenue was compared with other typical stations on the Blue Line. Based on these studies it was estimated that there could be a need for 50 to 100 parking spaces; spaces which already exist in the area. This range of parking space needs does not require the construction of a park-and-ride lot for the Lake Avenue station. Instead, for example, the existing parking lots at Lake Avenue Congregational Church which are largely underutilized during the week day daytime hours could be considered to accommodate this parking need.

NEIGHBORHOOD PROTECTION

A key goal of the North Lake Specific Plan is to ensure that land uses and urban design/landscaping treatments do not severely impact surrounding neighborhoods from either a traffic or parking perspective. As part of the Design Guidelines element, a tree lane or a tree peninsula along the corridor is proposed as a recommendation for the study area. Along with this recommendation is the fact that the amount of new development proposed in the Specific Plan is not substantial enough to cause a degradation of traffic operations in the future. Because of these outcomes, Lake Avenue will remain a four-lane divided street capable of accommodating future projected traffic at reasonable and acceptable levels of service in all but a few isolated locations.

M O B I L I T Y

The provision of intersection capacity at Lake/Washington, for example, is critical to preventing “cut through” traffic on residential streets in the northern portion of the study area.

The purpose of continuing the flow of traffic along Lake Avenue is to discourage traffic from using the streets of surrounding residential neighborhoods. Because of the outcomes above, it is not anticipated that traffic will be “forced” onto these residential neighborhoods. This should reduce the need for neighborhoods to implement new physical barriers to traffic which affect both residents of these neighborhoods and through traffic.

NEIGHBORHOOD PROTECTION GUIDELINES

Neighborhood protection guidelines are an important component of the Specific Plan. The purpose of the guidelines is to insure that existing and future traffic levels do not severely impact neighborhoods surrounding the Specific Plan. To that end, residential neighborhoods adjacent to Lake Avenue are being monitored by the City’s Public Works and Transportation Department in order to identify the need for protection.

Initially, criteria need to be established to determine the maximum acceptable traffic levels of neighboring streets. Many cities use a threshold of 2,000 - 3,000 vehicle trips per day for residential streets. Once this threshold is exceeded, a potential traffic problem may exist. At this time, a petition from residents of the neighborhood would be presented to the City requesting an investigation of the conditions. It is anticipated that the City and the residents would work together to identify and implement temporary proposals. Following testing, permanent improvements would be made to ameliorate the problem conditions.

M O B I L I T Y

CONSOLIDATED PARKING LOTS/MEDIANS/ LANDSCAPING

The Design Guidelines element calls for internal service drive aisles to consolidate existing parking lots into shared parking for the “fast food” section of the corridor. This would require agreement among the various property/business owners in this district. The effects of this strategy would be to reduce the amount of driveway activity on Lake Avenue, increase traffic safety, minimize disruptions and increase the opportunity for landscaping adjacent to the sidewalk area. The number of curb-cuts along Lake Avenue could be reduced as a consequence of this proposal. City standards will not be changed for any new development. However, new development will be required to adhere to current standards.

The landscaped center left-turn median in the fast food area should be implemented only if the Specific Plan’s internal driveway proposal can be implemented concurrently. Without the internal driveway, the median could result in traffic diversion to the residential streets bordering Lake Avenue. This agreement will require cooperation from property and business owners of the affected establishments.

The increase in the amount of trees on Lake Avenue is discussed in the Community Design Element. This would require the removal of on-street parking for tree lanes or tree peninsulas along Lake Avenue. The location of these landscaped areas along Lake Avenue would take existing off-street parking into consideration.

M O B I L I T Y

PEDESTRIAN/SIGNALIZATION ISSUES

The following three new proposed intersections were identified for detailed testing for traffic signals: Rio Grande/Lake; Belvidere/Lake; and, Boylston/Lake. (Since the initiation of the Specific Plan a traffic light was installed at the Belvidere/Lake intersection.)

However, analysis shows that the traffic signal “warrants” (i.e. national standards for determining need for and effectiveness of traffic signals) for the two other intersections do not meet the required criteria at this time. This means that non-City funding for providing signals at these intersections is not available. Proposals for providing signals using City funds would have to get approval by the City Council and would be subject to sources of funding identified in the City’s capital improvement budget.

Boylston/Lake seems the most likely location to serve as a catalyst for new development. Constructed in conjunction with a new project, this location may meet traffic warrants in the future and be eligible for signalization.

ALTERNATIVE MODES OF TRANSPORTATION

The Working Group raised the issue of alternative modes of transportation. In particular, there was interest in providing shuttle service in conjunction with the Blue Line, providing transit for the disabled and providing a bicycle lane on Mentor Avenue. The General Plan envisioned providing shuttle service through neighborhoods adjacent to light rail stations and will be part of the North Lake Specific Plan. The General Plan also envisioned providing expanded dial-a-ride services. The provision of bicycle lanes on Mentor Avenue to reduce the need to ride on Lake Avenue will need to be studied.

M O B I L I T Y

RECOMMENDATIONS

The following are the Mobility Element's recommendations for the North Lake Specific Plan:

- Retain the five-lane cross-section of North Lake providing two travel lanes in each direction and left-turn capacity out of the center lane. Additional capacity (i.e., three lanes in each direction) will be needed in the vicinity of the 210 Freeway interchange toward the south end of the corridor.
- Implement a tree lane and/or a tree peninsula parking treatment along North Lake.
- Implement a landscaped center median in the “fast food” area if an agreement can be made with property owners.
- Monitor traffic in adjacent neighborhoods and evaluate as needed by the City’s Public Works and Transportation Department.

These recommendations are consistent with the other elements of the North Lake Specific Plan and shall be incorporated into the overall implementation strategy for the area. These recommendations were prepared with particular emphasis on the Design Guidelines element of the Specific Plan and are intended to implement the goals of the Specific Plan.

P U B L I C S A F E T Y

INTRODUCTION

Public safety for North Lake Avenue was identified as a major concern by members of the Working Group and by participants at the community meetings during the development of the specific plan. In addition, the issue of public safety was identified in comments received in the "blue books". This element addresses these concerns and contains the following sections: Existing Conditions; Implementation; and Recommendations

EXISTING CONDITIONS

According to the Pasadena Police Department, crime is not considered to be a major problem along North Lake Avenue compared to other impacted areas of the city. For example, there have been 200 auto thefts in the area in the last five years compared to 5 thefts per day citywide. However, there is a real and perceived need for increased crime prevention among members of the public. The creation and maintenance of a safe and secure neighborhood continues to be a major goal of the Police Department for the study area and the City in general.

Overall, in Pasadena the amount of crime reported has been decreasing since 1987. While there has been violent crime committed which received wide publicity, the trend in the city and nationwide has been for the crime rate to go down. This is partially a function of national demographic changes which are reflected at the regional and local levels. In addition, this trend coupled with an increase in the number of sworn personnel, have made Pasadena a safer community.

The following table shows the number of sworn personnel with the

P U B L I C S A F E T Y

Pasadena Police Department, the number of calls and the number of offenses received from 1987 to 1996:

	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996
Sworn Personnel	205	210	220	218	221	219	222	224	233	234
Calls for Service	87,689	94,246	97,404	97,192	96,662	94,616	92,654	88,371	83,665	81,477
Offenses	8,545	9,331	10,712	9,784	9,626	10,260	9,735	9,260	9,458	7,513

During this time the number of sworn officers increased from 204 to 234 (14%) while the number of calls decreased from 87,689 to 81,477 (7%). 1989 was the year with the highest number of calls for service and number of offenses.

IMPLEMENTATION

The Police Department has existing training programs that can be used by local businesses in Business Watch programs to prevent and reduce crime. Neighboring residents can participate in existing and/or new Neighborhood Watch programs. The Police Department encourages people to attend the citizen's Police Academy. The success of programs will be directly related to the interest shown by the community in the area, both residential and business.

RECOMMENDATIONS

To create a successful crime prevention program, a coordinated effort needs to be made between local business owners, residents of the area and the Police Department. People need to network and look out for each other in any type of program that is proposed and implemented. The following are programs that are ongoing or could

P U B L I C S A F E T Y

be created to increase protection for the area. These are similar to proposals for other areas of the city, but represent a clear and concise series of programs that have been developed with the Police Department.

- Maintain existing levels of police protection to residents, business owners and visitors to North Lake.
- Work with neighbors, both businesses and residents on watch programs.
- Study potential for police satellite station, particularly at Lake/ Washington area.
- Coordinate the provision of police services with all public safety providers and monitoring their adequacy and responsiveness to community needs.
- Involve the Police department in the review of all new development in the Specific Plan to encourage the use of the defensible space concept.
- Improve street lighting in the study area and install safety lighting at intersections and in areas where required.
- Encourage residents to attend citizen's Police Academy and learn law enforcement procedures and techniques.

The programs outlined above seek to prevent crime through the reduction of the potential for crime. This can be achieved through the increased awareness by residents and business owners in the area and by the use of designs which allow them to "own" the public/semi-public spaces. For residents and business owners to choose to adopt the role of defending public spaces, they have to be given the option through the design of new development.

UTILITIES AND INFRASTRUCTURE

INTRODUCTION

The Utilities and Infrastructure Element contains information about existing conditions for the following in the North Lake Specific Plan: Water; Solid Waste; Drainage; Public Safety; Schools; Fire Safety; and Energy.

The maximum anticipated growth in the Specific Plan allows for 500 additional residential units and 175,000 square feet of nonresidential development. This potential new development is consistent with growth identified in the General Plan. In addition, this growth is in compliance with SCAG's population growth estimates for Pasadena. Any negative impacts associated with the growth can be mitigated to a level of insignificance. Implementation of the specific plan will not require significant changes in the infrastructure and utilities in the study area.

WATER

Water is supplied to the Specific Plan area by the City of Pasadena Water and Power Department. Sufficient capacity exists in the current system to accommodate the amount of demand created by current usage and the limited amount of new development permitted by the Specific Plan.

SOLID WASTE

The City's solid waste plans are consistent with the Los Angeles County Solid Waste Management Plan and will not be impacted by the Specific Plan.

UTILITIES AND INFRASTRUCTURE

DRAINAGE

Anticipated growth will not have a significant effect on drainage because the Specific Plan permits a limited amount of growth which results in more areas in the Specific Plan devoted to landscaping. This will result in less hard surface area than currently exists and more landscaped areas which will aid in drainage for the Specific Plan and neighboring areas.

PUBLIC SAFETY

Public safety issues are addressed in the Public Safety element of the Specific Plan.

SCHOOLS

Pasadena Unified School District (PUSD) is the public school system that provides educational service to the study area for kindergarten through twelfth grade. Under the Specific Plan the 500 additional housing units proposed will generate an additional 20 elementary school students and 10 middle school and high school students. The addition of these students to PUSD is addressed in the General Plan and is not anticipated to have a significant on the district.

FIRE PROTECTION

Fire protection to the North Lake Specific Plan area is provided by the City of Pasadena Fire Department and includes within its boundaries Fire Station 33 located at 515 North Lake. The Specific Plan anticipates that this station will continue at its existing

UTILITIES AND INFRASTRUCTURE

location. The Fire Department proposes to construct a new facility at this location in the future but plans have not been finalized yet. This new building may include facilities that could be of use to neighboring residents.

ENERGY

The study area is serviced by existing the Southern California Gas Company and by the City of Pasadena Department of Water and Power. No significant impacts are anticipated in either the residential or nonresidential usage which would cause major changes to either of these providers.

CONCLUSIONS

The current providers of utilities and infrastructure will continue to service the study area. Anticipated growth in the Specific Plan is limited and can be accommodated by these providers without significant changes in service delivery.

IMPLEMENTATION

THE APPROACH

The Implementation component will play a crucial role to bring about change for the North Lake Specific Plan area. The groundwork for change has been laid throughout the entire document to set the stage for an implementable plan. A building block approach has been taken to achieve a sound strategy for North Lake that will rely on an intensely coordinated implementation effort over time to:

Revitalize and invigorate North Lake Avenue through the identification of economic opportunities for businesses and residents.

Balance the needs and interests of residents and businesses to mutually benefit each other and the entire community.

Transform the area into a vibrant and safe place for people to live, work, and play together.

Become a living document to activate ongoing use of City resources, public and private partnership projects and private realm projects identified in the Specific Plan.

Link the projects and/or activities to key geographical areas and issues identified by the Community.

The assumptions above provide the basis for the following phasing and sequencing schedule. The schedule will be updated into a further detailed action plan in the final Specific

I M P L E M E N T A T I O N

Plan document, as potential tools and funding mechanisms are identified to facilitate implementation. The schedule folds in a range of activities and projects, including City resources to stimulate the economic climate both in the public and private realm. It is intended that the Implementation Plan draw upon active citizen involvement to promote the vision of the Specific Plan.

I M P L E M E N T A T I O N

Implementation Action	'97	'98	'99	2000 or 2001	Ongoing	Potential Funding Source
PHASE I						
Formation of a North Lake Specific Plan Community Based Organization (CBO) to:	x					-Enterprise Zone Program
- be representative of the business, residential, and institutional community.						-Community Development Block Grant (CDBG)
- improve the business climate by developing a targeted business plan for marketing existing businesses and attracting new private investment.						-Abelard Foundation Grants Program
- assist the Planning and Development Department, Public Works Department, and Housing and Development Department in the coordination, timing, and implementation of public improvements.						-Ben & Jerry's Foundation Grants
- Develop a streetscape program to complement the public improvements scheme to include: benches, trash receptacles, newspaper dispensers, drinking fountains, bicycle racks, public art and craft elements, i.e. fountains, tiles, murals, and street pavers.						-Bristol Myers Squibb Co. Civic and Community Services Grant
- Work with the Pasadena Police Department to improve safety through greater public and private patrol/ response, commercial neighborhood watch, and the location of a police substation.						-Citibank Corporate Contributions Program
- be notified of all commercial developments and commercial expansions (thresholds to be coordinated with the Planning and Permitting Department and the Housing & Development Department).						-Eaton Charitable Fund Grants -California Community Foundation Grants
						Note: These funding sources could provide assistance to the CBO in various activities and projects as listed on this page and the following page.

I M P L E M E N T A T I O N

Implementation Action	'97	'98	'99	2000 or 2001	Ongoing	Potential Funding Source
- assist in identifying funding sources for joint public and private partnerships and private realm improvements. - include a North Lake Avenue business section in the Altadena/ Pasadena Enterprise Zone Newspaper to promote existing businesses and news of new businesses locating in the area. - assist the Altadena/Pasadena Enterprise Zone Office with a directory of North Lake Avenue businesses for advertising purposes.						* See previous page
- Hire a retail recruitment specialist to be a "master broker" to promote revitalization of North Lake Avenue businesses and catalyze development in association with the CBO.	x					
- Adopt a major tree planting schedule for the corridor (including tree lanes, tree peninsulas, tree strips, tree wells, landmark trees and medians).	x					
- Between Claremont Street and Washington Boulevard within the Lake Washington Redevelopment area, install a tree lane along west side and a choker along the east side.	x					-CIP -AB 2766
estimated cost - \$220,000.00						
- Between Washington Boulevard and Rio Grande Street, install tree lane along the west side and a peninsula along the east side.	x					-AB 2766
estimated cost - \$135,000.00						

I M P L E M E N T A T I O N

Implementation Action	'97	'98	'99	2000 or 2001	Ongoing	Potential Funding Source
- Resurfacing is planned for Claremont Avenue between Lake Avenue and Hudson Avenue, Lake Avenue between Villa Street and Maple Street and Washington Boulevard between Lake Avenue and Michigan Avenue.		x	x	2000		-CIP -Gas Tax -Storm Drain funds -Sales Tax
- Bicycle racks have been installed throughout the Plan area, and additional ones can be installed upon request.					x	-Prop A -Sales Tax, Prop C -AB 2766 -ISTEA
- Housing and Development Department will continue restructuring of North Lake Plaza Shopping Center.	x					-N/A Continuing Program
- Housing and Development Department will utilize redevelopment funds to improve building facades through the Project Area Facade Improvement Program.	x	x	x	2000		Tax Increment Financing
- Housing and Development Department to continue assistance for the Block 5 shared parking lot at the southeast corner of Lake Avenue and Washington Boulevard.					x	Tax Increment Financing and Public Works and Transportation Parking Services Budget
- Housing and Development Department to develop a four unit affordable townhouse project (Rio Grande Housing site) on underutilized parking lot.	x					Housing Trust Fund

I M P L E M E N T A T I O N

Implementation Action	'97	'98	'99	2000 or 2001	Ongoing	Potential Funding Source
- Housing and Development Department to evaluate the re-use potential of the vacant Washington Theater Building and implement a rehabilitation program. The final analysis for the re-use opportunities outlines the costs associated with specific land uses as determined by a community workshop process. The re-use study will ultimately be used to determine how a rehabilitation program might be implemented.	x	x				-Tax Increment Financing
- The Housing and Development Department to ensure that the exterior renovations are completed for the Washington Theater and parking acquired for preferred re-use alternative.	x					-Housing Trust Fund -HUD Emergency Fund -CDBG
- The Housing and Development Department will work with the Cultural Planning Section to design plans and identify costs to install an edge repair /pergola at the Food-4-Less parking lot to include a newsstand, espresso cart, benches, ATM, telephones and vendor carts.	x					-Rudy Bruner Awards for Excellence in the Urban Environment -Inner City Transit Dependent Bus Stop Improvement Program -CDBG
- Evaluate options for streetscape improvements along Washington Boulevard and Lake Avenue. Assist in capital improvements to improve substandard conditions.	x					-CDBG -Tax Increment Financing
The Recreation and Parks Department to ensure that a full time Park Services Specialist continues to be on duty for Washington Park five days a week. Ensure the continuation of the many different activities and events the park now offers, and explore the addition of other programs to create a healthy family environment.					x	-CIP -General Fund

I M P L E M E N T A T I O N

Implementation Action	'97	'98	'99	2000 or 2001	Ongoing	Potential Funding Source
- The Housing and Development Department will work with the Recreation and Parks Department to maintain effort to acquire under used or vacant land for permanent or interim use as neighborhood pocket parks and open space.				2001	x	-N/A for funding source -Potential available land to be identified in citywide land use inventory to be completed in summer of 1997.
- The Current Planning Section will ensure that the Zoning Ordinance and map are revised to reflect all recommended changes set forth by the Specific Plan.	x					-N/A
- The Advance Planning Section will collaborate with the Fire Department on Fire Station #33 to implement enhanced landscaping and other amenities that would enhance the station's presence at a key intersection in the Specific Plan area.	x					-N/A
- The Design and Historic Preservation Section will adopt more design review (lower existing thresholds) in an expanded Lake/Washington node (boundaries will exceed those of the redevelopment area) for new construction in public view and substantial exterior alterations.	x					-N/A
- The Design and Historic Preservation Section at a future date (5-year review the Specific Plan) may adopt more design review (lower existing thresholds) for the southernmost area adjacent to the light rail station.					2001	-N/A

I M P L E M E N T A T I O N

Implementation Action	'97	'98	'99	2000 or 2001	Ongoing	Potential Funding Source
- The Design and Historic Preservation Section will provide technical assistance to apply for tax credit incentives to assist in the rehabilitation of the Washington Theater.	x					-N/A
- The Design and Historic Preservation Section will collaborate with the Housing and Development Department to determine the eligibility of the Washington Theater on the National Register of Historic Places.	x					-N/A
- The Design and Historic Preservation Section will provide development processing assistance for the Rio Grande Affordable Housing Project.	x					-N/A

I M P L E M E N T A T I O N

Implementation Action	'97	'98	'99	2000 or 2001	Ongoing	Potential Funding Source
PHASE II						
- Begin installing historic street lighting standards along Lake Avenue within the Lake/Washington Redevelopment area.	x					-Transportation Enhancement Activities Program (TEA) -America the Beautiful Fund Grant
- Between Orange Grove Boulevard and Boylston Street on Lake Avenue, install tree lanes on both sides of the street.						-CIP -Gas Tax
estimated cost - \$ 300,000.00						
- Between Boylston Street and Mountain Street on Lake Avenue, install tree lanes on both sides of the street and a median island, to limit left turns on and off Lake and soften visual impact of the fast food business district.		x				-CIP -Gas Tax
estimated cost - \$355,000.00						
- Complete construction for pergola/edge repair at the Food-For Less parking lot.		x				
- Housing and Development Department to identify development program for the vacant parcel at 1400 North Lake.		x				-Enterprise Zone -Tax Increment Financing -Housing Trust
- The Fire Department will proceed on plans to rebuild or remodel Fire Station #33. The Department will work with the Advance Planning Section to have an "open door" policy with the community as a potential neighborhood gathering place (community information access center, tot lot, etc.)		x				-CIP -Certificates of Participation (1989 Public Facilities) (1990 Infrastructure Issue)

I M P L E M E N T A T I O N

Implementation Action	'97	'98	'99	2000 or 2001	Ongoing	Potential Funding Source
- The Housing and Development Department will work with the Advance Planning Section, the Cultural Planning Section, and the Human Services Department on the determination of the preferred re-use alternative for the Washington Theater.	x					-N/A
- The Housing and Development Department in association with the Retail Recruitment Specialist will assemble conceptual site packages for vacant parcels in the Specific Plan area to market the sites to the development community. The priority list will be established by the CBO .		x				-see page J-3
- The CBO will begin working with the neighborhoods surrounding the Specific Plan area to identify residential street entry locations for installation, potential funding mechanisms, and work with the City to facilitate the development review process.		x				-see page J-3
- The Housing and Development Department to begin work on the "coordinated program of shared driveways and parking" in the Fast Food District. Begin seeking cooperation from the business owners to reduce area for driveways and parking to reduce traffic congestion and free up land for more useful, business-friendly purposes, such as expansion of services and garden eating areas. Encourage concept through "carrots" or incentives.		x	x			-AB 2766
- Provide a landmark tree at the center of Lake Avenue at Maple Street signifying the southern gateway to North Lake, and provide a pair of landmark trees at Elizabeth Street signifying the northern gateway to the Specific Plan area.	x					

I M P L E M E N T A T I O N

Implementation Action	'97	'98	'99	2000 or 2001	Ongoing	Potential Funding Source
- The Department of Public Works and Transportation will work with the MTA on plans to design a transit plaza and park at Lake Avenue and the 210 Freeway, site of the future Blue Line Station.	x	x	x	x		
- Continue installation of historic street lighting standards north from the Lake/Washington Redevelopment Project Area boundary to Elizabeth Street.		x				see page J-3

I M P L E M E N T A T I O N

Implementation Action	'97	'98	'99	2000 or 2001	Ongoing	Potential Funding Source
PHASE III						
- Between Maple Street and Villa Street Street on Lake Avenue, install tree peninsulas along the east side. estimated cost - \$14,000.00		x				-CIP
- Between Villa Street and Orange Grove Boulevard on Lake Avenue, install tree peninsulas and intersection narrowing. estimated cost - \$90,000.00			x			-CIP
- Between Mountain Street and Claremont Street, install tree peninsulas on both sides of the street. estimated cost - \$100,000.00			x			-CIP
- CBO to work with the neighborhood associations on the identification and priority of desired neighborhood place making opportunities called out in the Specific Plan as a "menu of choices" (such as pedestrian routes, through-block accessways, residential street plazas, sidewalk fruit stands, juice bars, and a farmer's market).		x				-see page J-3

I M P L E M E N T A T I O N

Implementation Action	'97	'98	'99	2000 or 2001	Ongoing	Potential Funding Source
Phase IV						
- The Housing and Development Department will identify a development program for the vacant parcel at 1444 North Lake Avenue.			x			-Enterprise Zone -Tax Increment Financing -Housing Trust
-The Housing and Development Department will work to consolidate the existing right-of-way private property for new parking lot on Prime Court.			x			-CIP -Transportation Enhancement Activities Program (TEA)
- Between Rio Grande Street and Elizabeth Street, install tree lanes on both sides.			x			
estimated cost - \$525,000.00						
- Complete installation of historic street lights along Lake Avenue within the Plan area.			x			

Note: As City priorities shift and financing becomes available, the order of the public improvements projects and/or activities could change. In addition, as priorities shift and financing becomes available, the order of the redevelopment projects could change for the Housing & Development Department. The Implementation Plan is updated every 2½ years. It is intended that these projects encourage and foster economic development of the redevelopment area and contribute to the overall elimination of blight, as well as satisfy certain other stated goals set forth in the plan.

In addition, those projects that are eligible for the Community Development Block Grant (CDBG) program must compete for available funds by meeting general Federal requirements and by undergoing the City's funding allocation process.

I M P L E M E N T A T I O N

FURTHER ACTION

In addition to the Phasing and Sequencing Schedule, there are a number of other city resources and other activities or projects that will enhance the implementation strategy and contribute to a successful program for North Lake Avenue.

To maximize the impact and timing of public improvements to coincide with private realm improvements, such as a newly constructed project, business expansion, facade improvements, etc., the CBO will work with the Department of Public Works and Transportation and the Housing and Development Department. These victories will create the momentum that is needed for change to occur in key places throughout the Specific Plan area.

The Neighborhood Connections Program of the Human Services Department will continue to provide a vital link between neighborhoods and the City. The Office will continue to serve as a resource to residents and the CBO to facilitate the neighborhood empowerment process. The Office has indicated that it could help organize the CBO, support the organization through overall guidance, information sharing, and a meeting place.

Target major corporations with an interest in being good corporate citizens, such as oil companies (service stations) and fast food companies to donate resources to work with the neighborhoods on buffering strategies, a rehabilitation project, or a neighborhood gathering place.

As part of the marketing effort for North Lake Avenue, target Pasadena leasing brokers to relocate new business or provide assistance to merchants who wish to expand in the area. The Altadena/Pasadena Enterprise Zone Office is another valuable City resource to tap for North Lake businesses. The office allows for the

I M P L E M E N T A T I O N

stimulation of economic growth and job development, and provides marketing assistance. Through the years, the Enterprise Zone Office has been a driving force for change that has occurred on Lake Avenue. There are a number of success stories that have taken advantage of the Office's expertise and benefits: Olean's Health Express, Roscoe's Chicken and Waffles, Pasadena Beauty Supply, and the Donut Inn at Lake Avenue and Washington Avenue. The Enterprise Zone's Managing Director reports that quite a few of the successful businesses within the Enterprise Zone are located on Lake Avenue. In general, the Enterprise Zone Office offers assistance to businesses in the following areas:

- Technical assistance (site planning, architectural assistance and construction management) in association with the Pasadena Office of the Small Business Development Center.
- An area-wide marketing program aimed at increasing the awareness of businesses of the Enterprise Zone's benefits and services through distribution of videos, brochures, and staff presentations to brokers and realtors.
- Continue waiving business license and development processing fees, and providing for a reduction in the membership fee for the Chamber of Commerce.
- The City will continue to review and approve projects between four and eight months.
- The Community Development Committee will review and approve projects between four and twelve months.
- Work with the Housing and Development to address safety concerns to attract and retain more businesses on Lake Avenue and Washington Boulevard.

I M P L E M E N T A T I O N

- Continue job development resources (linkage and training).
- Economic Development Loan Programs - continue referrals to obtain low interest loans.

North Lake businesses are encouraged to take advantage of the Small Business Development Center's services located in Hens Teeth Square with the Enterprise Zone Office. It is a one stop agency offering resources, knowledge and assistance to help local businesses succeed. The goal of the center is to provide business owners and operators with the management, marketing and financial skills necessary to survive in today's challenging business environment.

The City should consider working with organizations such as Pasadena Beautiful to promote tree planting in the Specific Plan area, through an "Adopt a Tree" program. To enlist the artistic talents of the students in our local schools, the City could ask for assistance to design street amenities as part of the implementation projects called out in the Specific Plan.

Finally, the City's Light Rail Manager reports that the proposed Blue Line Station at Lake Avenue and the 210 Freeway is due to open by the year 2002, according to the MTA. The Intermodal Surfacing Transportation Act (ISTEA) is the funding mechanism identified for the station and other public realm transportation improvements. The MTA is now in the process of approving the sound treatment and revising the cost for the construction of the station design.

To ensure the continued progress of the Implementation Element, an annual progress check will be included to correspond with the Plan from the date of its adoption by the City Council.

B A C K G R O U N D

PURPOSE OF THE SPECIFIC PLAN

The North Lake Specific Plan is enacted is established through the authority granted to the City of Pasadena by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Section 65450 et seq. It is intended to provide for the systematic implementation of the General Plan, as related to properties located in the area to which the North Lake Specific Plan applies.

RELATIONSHIP TO THE GENERAL PLAN AND ZONING

Several areas throughout the City have been identified in the General Plan for special treatment by means of the Specific Plan land use designation. In addition, the General Plan applies policies for this purpose and standards for each Specific Plan. The Plan explicitly designates a mix of land uses for the site, as modified by the existing zoning districts. The development standards and land use strategies presented in the North Lake Specific Plan augment the land use regulations in Title 17 of the Pasadena Municipal Code.

Any issue not specifically covered in the Specific Plan shall be subject to applicable standards of the Pasadena Municipal Code. In the event the issue is not covered in the Municipal Code, it shall conform to the latest adopted Uniform Building Code.

APPLICABILITY

The provisions of this Specific Plan shall not apply to development projects for which a complete application has been received by the appropriate city office as of the effective

B A C K G R O U N D

date of this Specific Plan. Applications for projects whose entitlements and/or permits have expired or were denied are not entitled to the benefit of this section.

APPLICATION AND CONFORMITY WITH THE SPECIFIC PLAN

The provisions set forth in the Specific Plan shall apply to all properties included in the Specific Plan area. No construction, modification, addition, placement or installation of any building or structure shall occur, nor shall any new use commence on any lot, on or after the effective date of this Specific Plan, except in conformity with the provisions of this Specific Plan.

REVIEW OF THE SPECIFIC PLAN

In addition to the annual progress check on the implementation of the Specific Plan, a 5-year review by the Planning Commission will be built in for overall compliance with the Specific Plan. The review for compliance shall take place during a legally noticed regular meeting of the Planning Commission. If the review results in a finding of noncompliance with the Specific Plan, the Planning Commission may withhold issuance of any building and/or Certificate of Occupancy permits until compliance has been determined. At the time of the 5-year review the Planning Commission shall determine if subsequent 5-year compliance reviews are appropriate.

B A C K G R O U N D

CEQA COMPLIANCE

An Environmental Impact Report (EIR) will be prepared for this Plan, in accordance with Section 15162 of the California Environmental Quality Act (CEQA), and will apply to future development plans, and any other development processed in conformance with the North Lake Specific Plan. Project related mitigation measures identified in the EIR will be adopted in the Specific Plan. Future development projects that are consistent with this Specific Plan will require an Environmental Assessment Form, but only in certain cases will an Initial Study be required. This environmental process will be evaluated at the time of the 5-year Planning Commission review of the Specific Plan

SPECIFIC PLAN ADOPTION AND AMENDMENTS

The entire Specific Plan will be adopted by resolution. This is a regulatory Specific Plan. It serves as zoning for the properties involved. Development Standards will be incorporated into the City's Zoning Code, and the City's zoning maps will be amended to reflect the new zoning designations recommended by the Specific Plan.

The Specific Plan may be amended by resolution in a manner consistent with State Law and the City's General Plan.

GLOSSARY OF TERMS

Auto-oriented Uses	Uses which are designed to service customers in waiting vehicles such as service stations and eating establishments with drive-thru windows or uses with parking located in front of the use such as a mini-mall.
Commercial Strips	Corridors of commercial uses which are usually surrounded on both sides by less intensive uses such as residences.
Design Guidelines	Recommended visual and aesthetic treatments for new construction and renovations; they offer direction to property owners and form the basis for architectural review.
Development Standards	The zoning requirements for a site including buildings, walls and landscaping. Development standards can include height limits, yard requirements, and parking requirements, etc.
Edge Repair	Walls or structures to simulate building facades, shopfront type uses are brought to the street, and pedestrian amenities are provided.
Rough textured/"knock down" textured Stucco	Cement plaster finish which has been heavily sprayed on and left as is or flattened or swirled with a trowel.
Horizontal Articulation	Moldings, banding, reveals and other architectural detailing on exterior walls that relieve blank surfaces and visually reduce their scale.
Jalousie Windows	Louvered windows with adjustable, horizontal glass panes.
Land Use	The way in which property is used i.e. residential, commercial industrial, recreational, etc.
Mill Finish	Aluminum treated with a clear finish (i.e. not painted, not with a colored finish).
Mixed-Use	A building containing residential and nonresidential uses.
Neighborhood Anchors	Civic or other culturally important buildings or institutions which provide focus for the community.

GLOSSARY OF TERMS

Nonconforming Structure	A legally built structure that does not meet the current development standards for the zoning district in which it is located.
Nonconforming Uses	A legally established use that is no longer allowed in a zoning district or a use that was allowed but now requires a conditional use permit.
Transom Window	A window above a door or a store front.
Stepbacks	An upper story of a building whose exterior wall is set back from the exterior wall of the story below it.
Streetscape	All of the elements (functional, visual) that define the image and character of an area bordering a street such as open storefronts, street trees, street furniture, street lights, and points of interest.
Urban Village	A pedestrian-oriented area which is predominately commercial in use, at the ground floor, but may include residential uses on the upper stories.

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